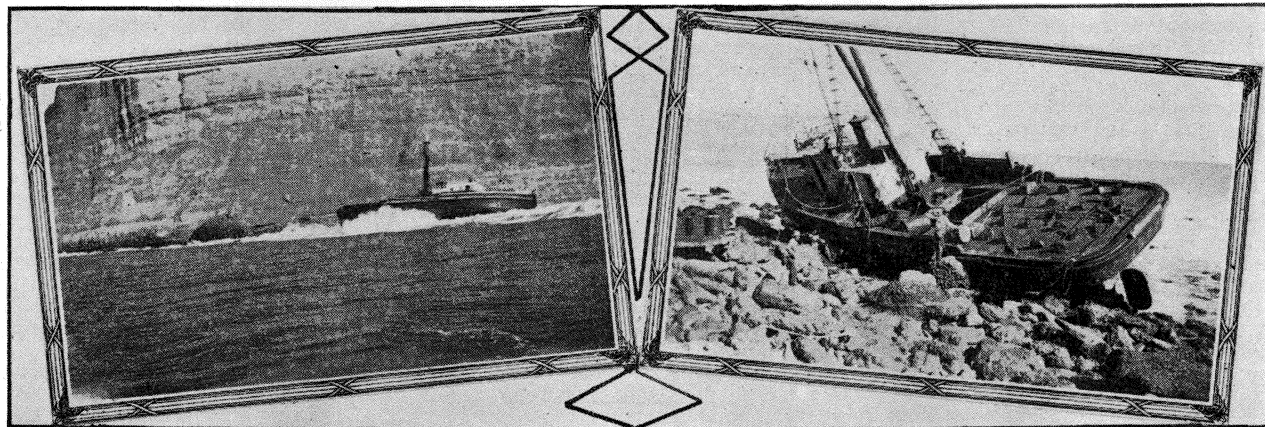


MEXICO



The "Welfare," San Pedro purse-seiner, lying on the beach at Punta Canoas. Note the surf which is beating upon the hulk

A shoreward view of the "Welfare." The turntable, used in assisting salvage operations, is at the left of the picture.

"Palomar" Salvages "Welfare" Engine

PUNTA CANOAS is a jutting headland that extends somewhat into the Pacific about 275 miles southeast of San Diego. It lies at the northeast end of the vast arc of Sebastián Vizcaino Bay, which is to say that it is in Mexico and projects laterally from the shore of Baja California. It is a region much frequented by American fishing craft despite the fact that the shores are long expanses of exposed beach upon which a resonant surf beats ceaselessly, and the hinterland is composed of the heaped up masses of naked volcanic mountains, mirage-curtained miles of cactus-covered desert—waterless, treeless and almost totally without inhabitants.

At Punta Canoas the 65-foot San Pedro purse-seiner called the "Welfare" was wrecked. In late September it went ashore, lodging securely upon a bed of rock without sustaining serious damage in the first impact. The crew all made their way to shore successfully, and soon were delivered from their rather dangerous predicament by other craft that

chanced to espy the stranded hull and came to render aid. Word was sent north to the insurance company that had underwritten the risk, asking that help be sent at once. A speed boat was thereupon dispatched to reconnoiter, but this frail craft never got farther into Mexico than the bay of Ensenada. According to the rescue crew, more than two weeks elapsed before a competent salvage vessel was sent to the assistance of the "Welfare."

"Palomar" Goes South

On October 7 the Star & Crescent tug "Palomar" left San Diego for the scene of the wreck. Capt. John Monise was in command of the vessel and Capt. Carl C. Bruington, superintendent of the Star & Crescent concern, went along to direct operations.

"By the time that we got down there the 'Welfare' had been fast 15 or 16 days," recounts Bruington, "and great holes had been worn through her bottom by the projections of the rocks on which she

was lying. The black abalones had made their way inside the hull by entering through these holes, and they were hanging in creeping clusters all over the engine room and crew's quarters."

The salvagers decided at once that any hope of ever getting the vessel afloat was utterly vain, although all agreed that had they been sent for in time it would have been a simple thing to refloat and save the entire ship. Salvaging of the 110-h. p. diesel engine was therefore commenced at once.

Yaqui Indians

"We had to have some help," relates Bruington, "so we went up to the Catalina onyx mines—they are 70 miles from Punta Canoas, you know—and hired a bunch of Yaqui Indians. We got seven of them and, incidentally, their seven mules. They rode overland to the wreck, and we all went to work, including the mules."

There being no water nearer than 18 miles, it was necessary to detail one of the Indians and several of the mules to



Members of the crew of the "Palomar," Star and Crescent tug, engaged in removing the crank-shaft of the wrecked vessel.



Members of the crew of the "Palomar." Supt. Carl Bruington, who took the pictures, is at the left, Capt. John Monise played camraman for this one.

pack in such quantities of the rare fluid as was needed to supply the Yaqui camp ashore, and the livestock. The Americans made headquarters aboard the "Palomar," and used the supplies of fresh water that were contained in the big tug's tanks.

"We also brought down an enormous 'panga' from the onyx mines," states Bruington. "It was one of those big contraptions that they use to get the quarried stone out to anchored freighters—just the thing to get our engine out to the tug in sections."

Weird Wage Scale

It happened that the "Welfare" went ashore at a place where the surf kept up incessantly. The rocky nature of the situation made it impossible to beach a small boat there, so the salvagers dragged each piece of machinery along the shore for a quarter of a mile to a more favorable spot for surfing. It was in this traction work that the Indians and mules were most used.

In handling the heavier pieces of the diesel the boat's turn table was brought into play. Using it as an inclined plane the heavy castings were slid from the opening in the vessel's side to the ground, whereafter by mule-power, multiplied many fold through the employment of chain blocks and tackle, the massive metal objects were dragged along until reaching the point of embarkation.

"One of the queerest things about the whole thing was the odd way in which

the Indians asked to be paid," relates our authority. "Each of them furnished his own little mule, which he rode all the way from the mines to the wreck, and back again. That made 140 miles of travel per man and mule. Well, when we came to pay them they demanded transportation allowance. They figured it up and decided that for the seven of them riding 140 miles apiece, and for the hired labor of the seven mules during the 16 days that the job required, they ought to be entitled to the total sum of \$10.50. That might be calculated at something like five cents a day per mule and considerably less than a half cent a mile for the travelling; but as against this we paid every man of them \$3 a day, gold, for his labor."

Relative to his experiences with the Indians, Bruington states that he had no difficulty whatever, either with them or with the mules. "They are agreeable people to work with, and they always seem glad to come to our assistance in matters of this kind."

"Midnight Chorus"

During the salvage operations a camp was established ashore, advantage being taken of a small barranca or cañon that cut through the cliffs near the scene of the work. The Yaquis quickly constructed temporary shelters there, made provision for their animals, and welcomed as guests whatever ones of the "Palomar" crew chanced to remain ashore.

According to some of the men who stayed with the Indians, a wild time was

had by all. It seems that the camp site happened to be a favorite hauling-ground for herds of Mexican seals, and these would come lurching up among the sleepers at night, doubtless mistaking the recumbent forms of dozing Indians and seamen for the population of a rookery. Arrived within six or eight feet of the dreaming workmen the bull seals suddenly would set up a strangling serenade which instantly would engender a frenzied delirium beneath blankets and bring the men upright in their beds. Unable to endure the racket without having a part in it, the mules would then set up a braying and fighting among themselves that monverted the serenity of the noseless night into a very bedlam. All hands thereupon became somnambulists, stumbling around in the dark with cudgels until the seals had been driven off and the mules restored to their stoic calm.

When the last of the valuable machinery had been gotten safely aboard the "Palomar", Capt. John Monise headed for home, but did not run in directly. Instead, he went to the assistance of the tug "Cuyamaca" which was struggling northward with a triple tow of two disabled tugs and the tunaship "Asama". Late in October the five craft made port.

The "Welfare" was built in San Pedro in 1927, at the yards of the Los Angeles Shipbuilding and Drydock Company. The wreck would have yielded much more salvage had it not been for the fact that it was thoroughly and systematically robbed before the "Palomar" arrived.

Lighthouse Building Proceeds

MEXICAN ENGINEERS are assiduously prosecuting the construction of the six lighthouses with which the coast of Baja California now is being provided, according to vessel crews recently returned from the south. Large numbers of men are busily at work on the tall towers upon which the flashing mechanisms are to be installed, and it is expected that the new lights all will be commissioned and entered upon the hydrographic charts within the next few months.

According to Capt. Carl C. Bruington, superintendent of the Star & Crescent Boat Co. of San Diego, the new "faros" will be of incalculable value to those fishermen and commercial navigators who heretofore have had to feel their way along the desolate coast of western Mexico entirely in the dark.

"Most south-bound craft steer from Point Loma to Punta Descanso," explains Bruington, "then change course and head for Punta Santo Tomás, from which they lay a course straight for Cerros Island."

"The new Todos Santos light is to be 60 feet high, and since it is to be a fourth order light it will be a better beacon than the one on Point Loma, which is only a third order light, visible for 16 miles."

Important Guide

The Captain points out the exceptional value of the Todos Santos "faro," this

being because it can be seen from as far south as Cabo Colnett, and to the northward will be visible from Punta Descanso.

"When it is put into service, boats will pass close to the Todos Santos Islands," says Bruington. "Then our navigation will be to run from Point Loma to Punta Descanso, where we shall pick up the Todos Santos light. By keeping well off the light we shall clear Punta Banda and then have clear and unobstructed running until daylight. On the way home we shall run for the Todos Santos light, then lay a course northward until raising the Coronado light, and from there pick up the Point Loma beacon and so make San Diego harbor. During clear weather we shall have lights in sight all of the way, from Cabo Colnett north. It will be very different from heretofore, when all that we had to depend on was the very poor light at Moro Point, some two or three miles outside of Ensenada."

Reef Light Needed

Recently there has been insistent rumor that the Mexican authorities intended to erect a beacon at the Sacramento Reef, which lies southward from San Jeronimo Island.

"There certainly is need of one there," declares Bruington. "That is a bad place. It is especially dangerous because it runs so far out to sea, threatening the steam-

ship lane that passes close to it. You know, the place was named after the old side-wheeler called the 'Sacramento.' It was wrecked there many years ago. When I last passed the reef, the walking beam and its upright support still were standing there."

The construction of the lighthouse at Cabo San Lazaro will be especially appreciated by the boatmen who navigate the coast. The low-lying sand hills that constitute the shore for many leagues in this region are exceedingly difficult to discern, especially at night. Because the region is one wherein tuna species abound abundantly, fishing ships congregate there in numbers at all seasons. Mishaps consequently occur with spasmodic frequency, the result being that the place has been called "The Graveyard" by the tuna crews.

Past practice has been to try to arrive at Cabo San Lazaro at daylight, so that the dangerous land might be passed in safety; with the new lighthouse finished it will be easily possible to navigate past the "graveyard" at any hour of the night without anticipating the sickening sensation that comes when one feels the shiver of a sand bank rising beneath one's keel!

As a result of the improvements now being constructed, much of the hazard of Mexican coastal navigation will materially be reduced.

THE UNITED STATES Bureau of Fisheries has established a laboratory, which will conduct experiments dealing with improved methods of handling fresh fish, at the Municipal Fish Wharf in Washington, D. C.

OVER 11,400,000 pounds of silver salmon were delivered by Puget Sound fishing ships during 1930.

IT TAKES FROM two to four years to grow an oyster to marketable size.

A SPECIES OF SNAPPER which closely resembles the common red snapper of the Gulf of Mexico recently has been brought in by American red snapper smacks operating on the Campeche banks.

SAN DIEGO SECTION NO. 1

*Sponsored by, and the Official Publication of
American Fishermen's Tunaboat Association*



The "Asama" with the "Crowley No. IX" and the "Woodman," all three disabled, lying in Magdalena Bay. Magdalena Town is in the background.

The "Palomar" and the "Cuyamaca," Star and Crescent tugs from San Diego who brought back the "Asama" and two disabled tugs from Magdalena Bay.



Stubborn "Jinx" Pursues "Asama"

ALL ANCIENT superstitions and the slowly-dying dread of the maritime jinx have been revived into violent virulence by the unprecedented succession of misfortunes that has just overtaken the new tuna ship "Asama." Not only did that splendid cruiser suffer a whole series of inexplicable mishaps to itself, but one after another of the ships which responded to its call for help were likewise crippled or entirely disabled.

Boatmen of the old school are looking back upon the circumstances which surrounded the building, launching and trial trip of the vessel, claiming to discern therein very cogent and tangible explanations for all that has happened. Three of these clairvoyant fishermen recently combined their several stocks of information, thereafter claiming to have discovered that the number 13 had been the stabilizing talisman and procurer of good luck throughout the entire experience of the vessel . . . until the protecting spell was broken by the intentional interference of man. According to the three seamen, the 13th of each of the months last spring saw some important consummation take place in the matter of building the big cruiser. The hull actually was completed and ready for launching on the 13th of April, they assert, although actually the ceremony did not take place until two days later. Then, as everyone remembers, the trial trip definitely was set for the second Sunday in July, but someone happened to look at a calendar and discovered the date to be the 13th, so the expedition of celebration was postponed one week, to July 20. This, say the interpreters of signs, was flying in the face of the spirit of misfortune, and broke the lucky charm.

Whatever may be the theories of the

superstitiously inclined, the undeniable fact remains that on the maiden voyage



The "Asama" tied up at the wharf in San Diego harbor after its return from the South. The "Cuyamaca," tug which towed the tuna cruiser home, is in the background.

of its career the "Asama" encountered a record amount of misfortune. While operating somewhere off Magdalena Bay, an oil-line cap or fastening worked free, so that the big diesel lost its lubricant. According to report, all of the main bear-

ings of the giant power plant were destroyed before the warning of the pressure indicators was noticed, with the subsequent result that the ship was left drifting helplessly upon the sea. Fortunately, weather conditions were not perilously tumultuous; the vessel and crew did not fare badly pending the time when their plight was discovered by a passing tunaship, and the "Asama" towed into Magdalena. The captain wirelessly from the Mexican government telegraph station at the bay, advising the Van Camp Sea Food Company of his situation and requesting that help be sent. Bismarck Houssels, production head of the firm, informed Frank Johnson of the Gilbert C. Van Camp Insurance Agency of the "Asama's" breakdown, and Johnson immediately dispatched the Red Stack diesel tug "Woodman" to tow the fisherman home.

More Jinx

Southward bound, the "Woodman" was overtaken by heavy weather. Its bearings began to run hot, and, the lubricator becoming empty, it also burned out a bearing. From Cerros Island southward speed had to be reduced to one-half of normal, so arrival at Magdalena was almost a week late. It is told that, once safely at anchor, the engineer tried to remedy matters by relieving the bearings somewhat, but that then the engine would not run at all.

Meanwhile the "Asama's" captain had wirelessly twice more to the cannery, and when the "Woodman" finally appeared in a nearly disabled condition, the tug "Crowley No. 9" was sent south from San Pedro, to bring the two ships in.

Two hundred miles from port the second towboat commenced having serious

difficulties with its compressors, the result being that the craft slowed down to an almost negligible speed, owing to the weakness of the injections of fuel. When finally Magdalena Bay was reached the engineers made such repairs as were possible, then took the two disabled craft in tow and essayed a return home. After running a short distance, headway was lost, and on seeing that to risk meeting a gale would be folly under the circumstances, the "Crowley No. 9" put back into Magdalena with its double tow, and considered itself, likewise, out of commission.

San Diego Tugs

The insurance company now called upon the Star & Crescent Boat Company of San Diego, operators of the large diesel tugs "Palomar" and "Cuyamaca." As it happened, the "Palomar" was at this time down-coast at Punta Canoas, engaged in salvaging the wreck of the purse-seiner "Welfare." The "Cuyamaca," therefore, proceeded southward alone, but enroute to Magdalena chanced to hail the "Palomar," homeward-bound with the "Welfare's" engine aboard. The two then proceeded to Magdalena together, took the three disabled craft in tow, and the flotilla of five returned northward like a miniature armada.

Meanwhile a number of secondary mishaps had aggravated the unhappy position of the 105-foot cruiser. Among other things, its ice machine became inoperative, with the result that the load of fish already aboard became sour, and had to be thrown over the side. The supply of fresh water also became spent, and in order to meet the minimum requirements of galley and crew it became necessary to melt ice. When the Star & Crescent

tugs put in at the bay, their advent was a welcome sight to the ship-weary fishermen aboard the "Asama."

"We left Magdalena at four o'clock on Friday, October 24, and reached San Diego at eleven-thirty on the night of Wednesday, the 29th," states Capt. Carl C. Bruington, superintendent of the Star & Crescent operation. "The 'Crowley No. 9' helped out at two-hour intervals, running about quarter speed as long as the air lasted." A San Pedro tug took the two Red Stackers in tow at San Diego and returned with them to their home port.

The "Asama" was berthed at the yards of the San Diego Marine Construction Company the day following its arrival. Two weeks of constant work were required to repair the damage to the machinery. It is stated on good authority that a complete system of electrical alarms has been installed in the engine room. This apparatus sets up a loud clamor should the pressure drop either in the lubricating line, fuel line or the salt water cooling line.

Moreover, the captain is said to have been so impressed by his helplessness while drifting at sea, disabled, that he now seriously is contemplating the immediate installation of wireless telegraph apparatus as provision against any possible future occurrence of a like sort.

Bismarck Houssels, who directed the efforts that were made to rescue the "Asama" from its profitless situation, has remarked on the 40-day lay-over that the cruiser experienced at Magdalena, saying: "That was the hardest time I ever have had with a disabled vessel; it certainly was a most trying experience, and one that was overcast with constant recurrences of sheer bad luck."

ENGR. ROMERO STUDIES MEXICAN FISHERIES

A CAREFUL STUDY of the conditions obtaining in all branches of the Mexican fisheries industry has been ordered by the Mexican government, announces Engr. Ignacio Romero, Commissioner of Fisheries for Mexico at San Diego. The order is contained in a memorandum received by the commissioner during the month of November.

Four problems are indicated as being of especial importance by the notice from Mexico City. Recommendations are as follows:

"To look into the organization of and the economic conditions of the Mexican fisherman, with a view to their betterment.

"To revise duties and tariffs on fisheries produce shipped to and from Mexico and to equalize tariffs." Engr. Romero believes that there should be only one tariff out of Mexico.

To make a study of the species of fish existance in Mexican waters, especially in regard to their habits and the prevailing species.

"To propose proper legislation for the successful operation of Mexican fisheries."

"There are several things to be done for the mutual benefit of all fishermen," states Engr. Romero, "but it will take time to enable us to solve these many problems in their rightful manner."

HEAVY WEATHER, that prevailed generally along the West Coast during late November, did extensive damage to the lobstering industry in Mexico. Cap-

tain Tony Susa of the San Diego transporter "Yvonne" states that 300 traps were smashed by the seas that hammered the coasts of Baja California during and after the storm. It happened that he was northward bound at the time the blow set in, the result being that he arrived five days overdue. During the last days of November the "Yvonne" left San Diego to make the rounds of its camps again, carrying south a load of lumber, lath, nails, cordage and other trap- and receiver-making materials with which to replace the property destroyed by the gale.

"Better luck this time," was the skipper's parting hail. "It can't blow forever, you know!"

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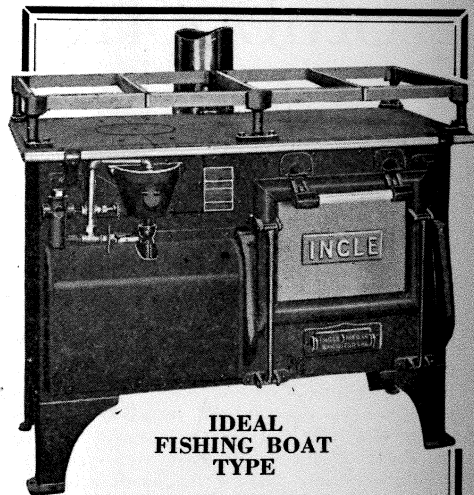
"CRAWFISH" JOHNSON has rolled up his blankets and tent, and with his 16-foot "panga" and lobster traps left for "Somewhere in Mexico." Whoever may wish to visit him now must expect to navigate the coast of Baja California to the general vicinity of Punta Abreojos, for this man characteristically operates on the very fringe of the "bug" frontier.

Johnson is highly respected among the Mexican lobstermen for the fact that he produces a catch equal to that of four average men; moreover, he minds his own business and keeps to his own camp. Usually he works entirely alone, often pitching his little tent miles from the nearest Mexican "jacal." It is remembered that three years ago Johnson was fishing at Punta Prieta, and was delivering his lobsters to Capt. Tom Bagalini up till the time of the sinking of the famous tender, the "Invincible."

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FOURTEEN TUNA SHIPS DISCHARGE BIG FARES

FOURTEEN tuna cruisers brought fares of yellowfin and skipjack to San Diego canneries during the latter part of November. Almost all of them landed capacity loads of prime fish.

Four of the vessels delivered to the Van Camp Sea Food Co., Inc. Capt. Joaquín Medina reported that his 121-foot "Sao Joao" ran into some bad weather, and also experienced difficulty in getting bait, but secured a good catch in spite of these handicaps. This ship formerly fished for K. Hovden Co. of Monterey. Capt. Guy Silva, one of the latest arrivals of the month, reported rain, winds and high seas, but the hold of the "Emma R. S." was well-stocked, as usual. Captains Manuel Correia and Manuel F. Correia of the "Glory of the Seas" and the "Funchall" also had full holds upon their return from southern waters.

Three ships brought cargoes to the San Diego plant of the California Packing Corporation. Capt. John Cardoso's "St. Veronica" came in with a good load and at once made preparations for securing another catch before the December shutdown. The 122-foot "Santo Amaro," Capt. Manuel Silva in command, discharged one of the best fares of the month. Not only were the fish large and fine, but Lipman refrigeration had kept them in inspection-proof condition.

Capt. Louis Reed, on his maiden voyage aboard the "Delmonte," brought in a fair load. The cruiser was handicapped by the small size of its fuel and bait tanks, which considerably curtailed its operations.

Four vessels discharged large fares of tuna in good condition at the Westgate Sea Products Co. during November. These included the "Olympia," Capt. Matteo Ghio; "Continental," Capt. Joe Marks; "Lisboa," Capt. Michele Ballisteri, and "Conde Verde," Andro Castagnola in command.

Cohn-Hopkins report the arrival of three large tuna ships and several small boats which have been bringing in good loads of yellowfin. These are the "Uncle Sam," Capt. Anthony Johansen; "St. Therese," Capt. Anthony P. Silva, Sr.; and the "Stella di Genova," Capt. Fred Canepa.

—SD—

SAN DIEGO SCHOOLS RECEIVE RARE FILM

BECAUSE HE HAS children in attendance at the public educational institutions of that city, Captain Guy Silva, owner of the tunaship "Emma R. S.," has given to the city school of San Diego a copy of his famous moving picture of tropical tuna fishing. This rare film has been cut from thousands of feet of celluloid that Silva has exposed during a year or more of cruising, and is of a quality that cannot be duplicated anywhere. The ship master caused a copy of the negative to be made at his own expense, although beyond question the city superintendent of public instruction would have leaped at the opportunity to acquire a copy of the famous picture, to include in the library of material for visual education.

—SD—

DANIEL MOORE of San Pedro is the new captain of the "Delmonte," San Diego tuna cruiser. The ship left on November 19, with Capt. Moore in charge and with a hand-picked crew of San Pedro fishermen, to try its luck on the banks.

"MAYO" LOST ON REEF AT CAPE COLNETT

THE "MAYO," a 43-foot gas-engined fishing boat belonging to George Ertel of Seattle, was a total loss when it ran on a reef at Cap Colnett, 90 miles south of San Diego, during the second week in November. Capt. Ralph Halley and his crew of five men came home overland after the boat was lost. Upon their arrival, Eugene Gregson of the Gilbert C. Van Camp Insurance Co. sent the "Roosevelt" to the scene of the wreck, to investigate the possibilities of salvage, but nothing whatever could be found of the vessel.

Estimated loss, according to Charles B. Briggs, marine adjuster for several insurance companies in San Diego, was \$4,000.

—SD—

HOOK GASHES SILVA'S EYE ON "POINT LOMA"

MANUEL SILVA, one of the crew of 12 aboard the San Diego tuna ship, "Point Loma", had his eyesight seriously endangered when a three-inch hook broke loose from the line three men were swinging and buried itself in his face. The cruiser was in the midst of a school of tuna between Cerros Island and Turtle Bay, Baja California, when the accident occurred. Capt. Manuel Perry, father-in-law of the injured man, used the coast guard radio service to communicate with the large naval transport, "Vega", and immediately thereafter set out at full speed for San Diego to secure medical assistance.

The "Vega", which was headed for San Diego, swerved from its course to pick up Silva, but the liner "President Adams", which had also received the radio message, found the tuna cruiser and took the fisherman on board. Upon arrival in port, he was given medical care and taken to the San Diego Naval Hospital. Latest reports indicate that, although the eye was severely gashed, Silva's eyesight will not be impaired.

"I was very proud of the way the Atlas-Imperial diesel performed on the trip up," declared Capt. Perry, who arrived in port November 23. "I ran the engine at full speed for ten hours before our injured crew member was taken aboard the liner—pushed it as hard as possible—but it caused not the slightest trouble." The "Point Loma" was docked at the San Diego Marine Yards for repairs to the refrigerator pipes in its hold.

—SD—

THE "TAIYO," heading home Tuesday, November 4, encountered dense fog upon rounding buoy No. 7 in San Diego Harbor. Much to the surprise and discomfort of Capt. Sakamoto and his crew, the rising sun found them altogether too close to North Island—so close in fact that they were forced to await high tide and the assistance of the Star and Crescent tug "Palomar" before being able successfully to make their home berth.

—SD—

FAILURE OF BILGE PUMPS caused Capt. Joe M. Medina and the crew of the "Patria" considerable trouble on their trip out the first part of November. They returned to port on November 2 with motors and pumps flooded by bilge water. Minor damage was done the two Westinghouse electric motors, but this was quickly repaired by the California Electric Co. of San Diego while the ship lay in at the Campbell Wharf.

DEATH OF CHILDREN SADDENS HOMECOMING

UNHAPPINESS marred the mid-month trip of the "Continental", 115-foot diesel tuna cruiser of San Diego, when the daughters of the two captains in charge passed away.

Capt. Joe Marks, regular master of the vessel, did not sail on this trip because of illness at home. Before the "Continental" was back at its berth, Captain and Mrs. Marks were saddened by the death of their infant child.

Capt. Joe F. Souza, who became skipper of the ship in the absence of Capt. Marks, received word while at the banks that his five-year-old daughter was seriously ill. Although the "Continental" had but two-thirds of a full fare, and although it was in the midst of a big school of fish, it was immediately headed for home. When Capt. Souza arrived, he was shocked to learn that his little daughter had died several days before.

News of his daughter's illness was brought to Capt. Souza by Capt. Manuel O. Medina, skipper of the "Atlantic", who received the message by radio and relayed it to the "Continental."

—SD—

IMPROVEMENT MADE ON "THEODORE FOSS"

THE "THEODORE FOSS," well-known member of the San Diego tuna fleet, returned to its home port the last of October strikingly changed in appearance. Manuel Gillardi, builder of the "Chicken of the Sea," had spent two weeks in the yards of Grosbeck and Nelms, Long Beach, converting the cruiser from the conventional type ship of the southern port to the San Pedro-type vessel with a raised deck. This alteration, which was made just before a trip to Mexico in the early part of November, provides additional storage space forward on the main deck and lessens the amount of water shipped over the bow during heavy weather.

It is believed that a large part of the San Diego fleet of the Pt. Loma Portuguese (who have continued to construct their tuna craft after the old "Atlantic" model) eventually will have to be rebuilt along the lines of billet-headers similar to the "San Lucas." The "Atlantic" type ship is placed at a disadvantage when forced to compete with the newer style vessel.

In addition to its changed hull, the "Theodore Foss" has been outfitted with three new General Electric units, including a motor for the bait pump, one for the bilge pump and a generator for the gasoline auxiliary. The cruiser, which is the property of the Halfhill Packing Corporation and Captain O. H. Dickason, arrived in California waters the middle of November with a good load of yellowfin, after a cruise of 1975 miles. Immediately thereafter Captain Dickason took ice at the Municipal Wharf and left for Baja California.

—SD—

A. L. ROBBINS Machine Co. was busy with general repair work on the "Abraham Lincoln," big tuna ship owned by a group of which Frank Sanfelipe is the head. The concern was also doing some repairing on the "Betty B" and several other fishing vessels.

"Business this year is far in excess of last year's volume," declared Ira Robbins.

INJURIES received by Joe Perry, son of Capt. William Perry of the "Point Loma," delayed the sailing of that vessel for several days during the last part of October. Young Joe, whose injuries included a broken collar-bone and several fractured ribs, was hurt on October 24 at La Jolla.

Members of the crew made good use of the enforced lay-in by doing some repair work on the main diesel and other equipment on board the ship.

—SD—

IT WILL BE a long time before any ice-loading machine puts 950 blocks of ice aboard a member of the San Diego tuna fleet in four hours. That record was recently hung up by Beverly Cooper of the Mission Bell Petroleum Co., who filled the hold of the "Glen Mayne" on November 20.

—SD—

CAPT. MANUEL CORREIA of the "Glory of the Seas" reported that during the middle of November the sea was very rough from Coronado Island to Cape Connet; south of the cape the weather was very good.

—SD—

CAPT. JOHN MARTINOVICH of the 80-foot tuna ship "Vitality" was forced back to San Diego on November 16, after he had brought his vessel from San Pedro to within 10 miles of Coronado Island. When swells began to top his pilot house, Capt. Martinovich sought shelter in San Diego harbor at the Fisherman's Wharf.

"It's in blows like this that you appreciate a good engine," declared the skipper, speaking for his 200-h.p. Atlas-Imperial diesel. "I haven't put a wrench to that engine in five months."

WHEN MANUEL SEVIRIANO, member of the crew on the "Sao Joao", had his wrist broken by an anchor blade which fell upon his arm while he was tending a bait net in Turtle Bay, Baja California, Capt. Joaquin Medina brought his big cruiser back to San Diego in a hurry. First aid was given Seviriano by the cook, and when the "Sao Joao" arrived in California waters on November 25, the doctors who cared for the injured man stated that the arm was in fine condition.

—SD—

DURING AUGUST, 1930 5,131,820 pounds of California sardines, valued at \$364,299, were exported from the United States. Of this total, approximately 64 per cent went to the Philippine Islands, British India, Netherland East India and all Europe.

THE NATIONAL Rivers and Harbors Congress will meet in Washington, December 9 and 10 to urge congress to pass another rivers and harbors bill during the short session. An ultimate expenditure of nearly \$400,000,000 was authorized at the last meeting of the legislative body.

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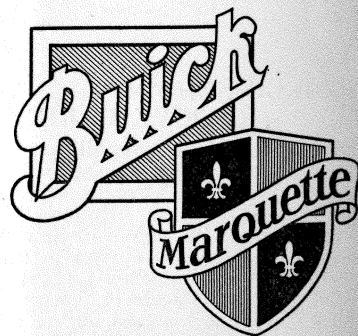
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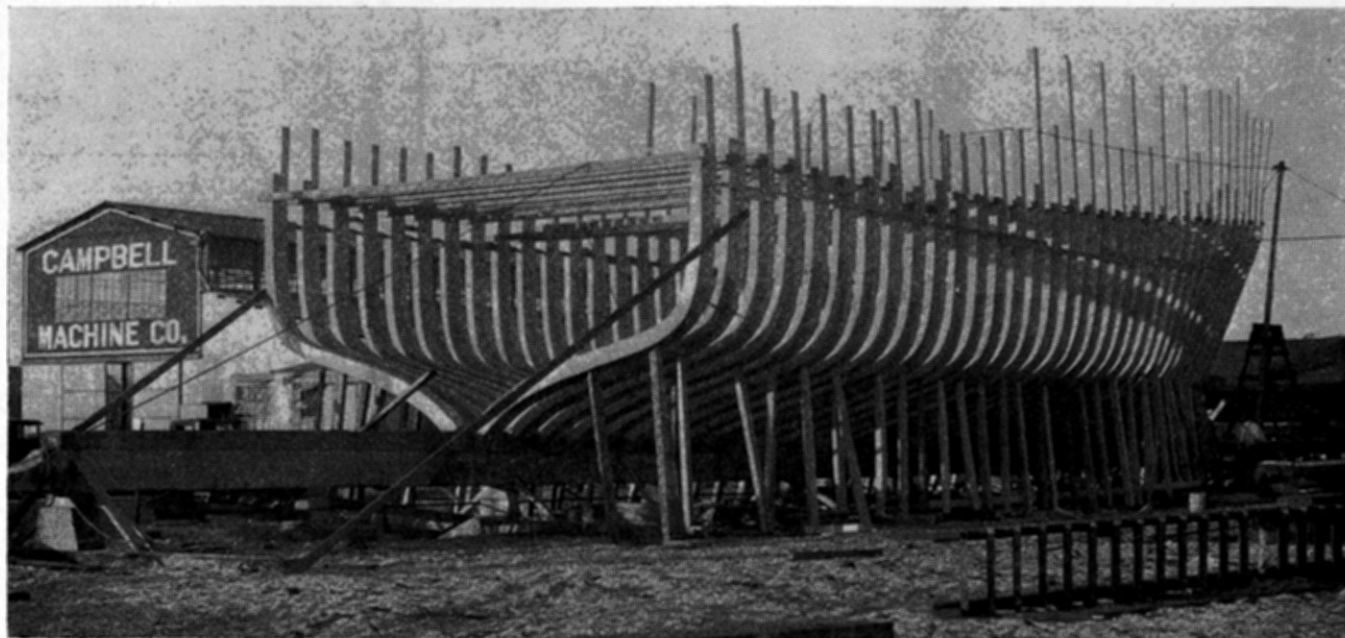
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SAN DIEGO SECTION NO. 2

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Pacific Coast Fishermen's Association*



"Hull No. 39," the 117-foot tuna cruiser under construction for Joe and Mariano Crivello, is already beginning to assume its future shape, as is shown by this picture of the framework on the ways of the Campbell Machine Co., San Diego.

Ship Building Proceeds Rapidly

BOTH THE SAN DIEGO Marine Construction Co. and the Campbell Machine Co. yards are making rapid progress on hulls which they have under construction for fishermen of San Diego. "Hull No. 39" is the only designation yet given the 117-foot vessel under construction on the Campbell ways for Joe Crivello and his father, Mariano Crivello. Dave Campbell is well pleased with the progress his men are making on the tuna cruiser, which is rapidly taking shape. "We are putting up ten frames a day," he declared late in November. "When you cut out, shape and put together ten frames a day, that is going some!" One reason for the speed Campbell is making is the quality of the timbers supplied by the Nelson Lumber Co. "It is the best frame lumber we have ever had," he stated.

The Crivellos hope to have their vessel in operation by some time in February. They now operate the "G. Marconi," one

of the best money-making vessels operating from the port of San Diego. The new vessel will measure 117 by 11 by 22 feet and will cost \$95,000. It will be under a three-year contract to fish for Cohn-Hopkins, Inc.

"Magellan" Progresses

Work is also going ahead rapidly on the "Magellan", \$75,000 cruiser being built for José Januari in the yards of the San Diego Marine Construction Co. The keel for the 100-footer was laid in the middle of November and work immediately was begun upon the framework. The vessel is to be "built like a yacht," with flared clipper bow and fine equipment and workmanship throughout. Januari hopes to have his vessel in the water by the middle of February.

Al Larson of San Pedro has practically completed the fast cruiser which he is constructing for Capt. Manuel Medina of San Diego. The 120-footer, which will cost \$95,000, will probably be launched

in December. In addition to this vessel, Larson's men are hard at work on the two other ships whose keels were laid some two months ago. One of these is a 125-foot, \$100,000 cruiser for the Southern California Fish Corp.; the other is a \$40,000, 83-foot purse-seiner which will belong to John Bracich and Nick Vojkovich.

Plan Others

In addition to the ships actually under way, plans are being made for construction of several other big cruisers. W. E. Ash, formerly owner of the "Marguarite," expects to sign the contract for a 90-foot vessel within the next month or two. M. Ozawa also has plans for a new 120-foot ship, which will be equipped with a 480-h.p. diesel. Fugima of the Ocean Industries will be associated with Azuma in the venture. Plans, when last heard, called for laying of the keel about the fifteenth of December at the San Diego Marine Construction Co. yards.

JOHNSON-GREGSON WEDDING SOLEMNIZED

MISS CALLA JOHNSON, daughter of Mrs. Gilbert C. Van Camp of San Pedro, became the bride of Eugene Gregson of Long Beach at a simple ceremony at the Van Camp home at 11 o'clock on the morning of Sunday, November 16. Rev. E. Tanner Brown read the vows.

The bride wore a gown of periwinkle blue chiffon, combined with a lace yoke and sleeves, and carried a bouquet of Drew roses and lilies of the valley. She was attended by Miss Mildred Fairchild, who was attired in apricot georgette and who carried delphiniums and sweet peas. Irving Strum of Long Beach was the best man. Immediately following the ceremony, a reception and wedding break-


fast was served to seventy-five guests.

The former Miss Johnson is a graduate of the San Pedro High School of the class of 1926. Gregson was graduated from Long Beach Polytechnic High School and also studied at Oregon State College. Both are popular members of the younger set of Southern California. Gregson is in charge of the San Diego office of the G. C. Van Camp Insurance Co.

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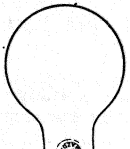
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NEWS OF SAN DIEGO SHIPS

"LION TAMER OF THE SEA" NEW PROFESSION

CATCHING SEA LIONS is the profession of Steve Zolezzi, captain of the "Josephine Z", a fishing vessel of San Diego. Zolezzi for some time has been under contract to supply these creatures to the San Diego zoo located in Balboa Park.

A courtesy agreement has been arranged between the government of Mexico and the San Diego zoo which enables the latter to export sea lions, a practice which otherwise is forbidden. Zolezzi, who recently came into port with a cargo of 18 of the mammals, caught off Coronado Island, reports that the business brings him in a good income.

—SD—

THE "WHITE STAR", Capt. T. Rosa, has the record sword-fish catch for November in San Diego. Capt. Rosa's boat brought in 17 good-sized fish from a single trip during the latter part of November.

—SD—

CAPT. LOUIS MASSA brought in several good catches of rock cod for the fresh fish markets during the last two weeks of November.

—SD—

SEVEN TONS of sea bass was the record fare which the "New Victoria" carried when Capt. Ed Zolezzi brought his vessel into San Diego harbor recently.

—SD—

THE "ST. NICHOLAS" and the "Silver Wave", two well-known San Pedro purse-seiners captained by Tony Masich and G. Rosin, visited San Diego on November 26 and unloaded cargoes of barracuda which aggregated 45 tons. Due to the scarcity of this species of fish in the San Diego markets at the time, they found ready sale for their fares.

—SD—

THE "N. ARDITO" came off the ways at Campbell Yard No. 2 after an overhaul job which took several weeks. Experts from the Campbell Machine Co. overhauled and tuned up the engine while the captain and members of the crew refinished the hull with Woolsey paint. The 50-footer is owned by Mateo Ghio and is powered with a 60-h.p. gasoline engine.

—SD—

THE BAYVIEW SUPPLY CO. has purchased a new one-and-one-half-ton Ford truck in order to better serve owners of fishing vessels in San Diego.

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OPENS STATION

PETER CRIVELLO, cousin of Peter Crivello of the Pacific Coast Fishermen's Association and brother of Manuel Crivello of the "G. Marconi," has opened a service station at the corner of India and Beech streets in San Diego.

Crivello is well-known to the fishermen, having followed the sea in the past as a member of the crew of the "Savoia," one of the most productive boats in the sardine trade for several years. Leaving the "Savoia," Crivello went to the "Oceana" for a few years and then, upon completion of the "G. Marconi," he sailed under the leadership of his brother until two months ago.

The "Crivello Service Station" features Richfield Oil Co. products.

—SD—

JUST AFTER G. Vattione of the fresh fish boat "Three Brothers" had set out his net for small fish late in November, a shark weighing 2,800 pounds blundered into it. Before serious damage was done to the net, Vattione loaded the big fish aboard and brought it into port.

—SD—

TOO MUCH WIND outside of San Diego harbor caused the "New Monterey II" to return to port on the evening of November 23 after the captain had started for the South. Several fishing boats which had planned to go out Saturday, November 22, were forced to lay in the shadow of the A. L. Robbins wharf until early Monday morning.

—SD—

THE "ESMERALDA", San Diego fishing boat owned by Frank Jantzen, was destroyed by fire during the early part of November. A double explosion occurred in the engine room; the fire spread throughout the boat and it quickly was consumed. Jantzen carried no insurance.



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CAPTAIN JACK BUONO and crew of the boat "N. Son" proved a welcome sight to Lieut. James E. Briggs, U. S. army pilot, when his plane crashed two miles off the mouth of the Tijuana River on October 30 and catapulted him into the ocean. Thrown 45 feet from the wreck, Lieut. Briggs was kept afloat by a safety vest until the fishermen, who had seen the accident, arrived and rescued him.

While Capt. Buono was taking the soldier to port, Capt. M. Giacalone and Joe Asaro of the "Louis" and the "Martha M." kept the plane afloat until the U. S. S. "Trevor" appeared and picked it up.



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"Blue Sky" Trial Trip Successful

LONG BEFORE the appointed time on Sunday morning, November 9, families and friends of the three owners of the handsome new purse-seiner, "Blue Sky," were gathered on the San Pedro

gallon bowl full of potato salad, several different kinds of pie and cake, dried olives, ice cream, tureens full of "this" and containers full of "that." With true Slavonian hospitality, Marco continued to

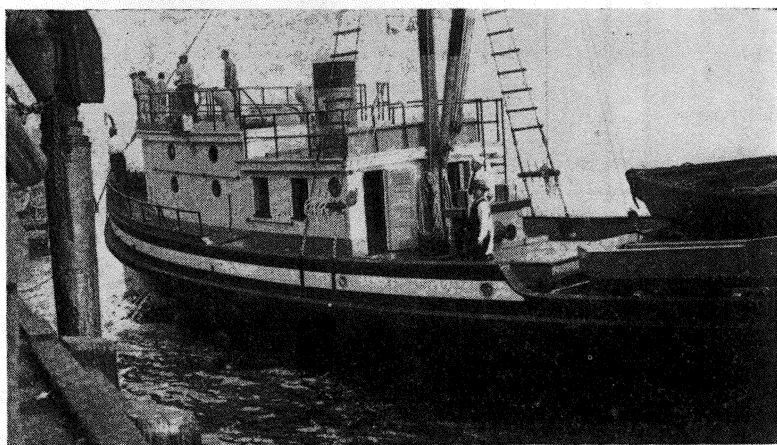
pass out the eatables and drinkables all day long.

At 11:15 the "Blue Sky" tied up to the dock at the Isthmus on Catalina Island. Those who suffered from "mal de mer" revived at the sound of the dinner gong a short time later and took a lively interest in the generous helpings of good food that were issued. After appetites were appeased, the guests, numbering in the neighborhood of 86, including children, went ashore to stretch their legs, indulge in a few rounds of "pee-wee golf" and investigate the motion picture sets erected by the Fox Film Company.

At 3:15, a few lusty blasts on the whistle brought the wanderers to the ship, which then got under way for Avalon, where several turns were made about the small harbor, and the points of interest shown to those on board. When the sun began to sink behind the hilltops on the island, the "Blue Sky" stood across the channel for home. The passage was smooth and the new power plant turned out a neat 10-knot clip. A guitar, ukulele and harmonica were broken out. The terpsichorean art was indulged in by the youthful ones on the topside, while from the compartments on the main deck came snatches of full-throated Slavonian and Italian songs. When the vessel finally docked at San Pedro, the tired but happy guests proclaimed the day a most enjoyable one and showered Captain Mason, his two partners and the "Blue Sky" with congratulations and best wishes for a successful future.

Those on Board

In addition to the families and friends of the owners and crew who enjoyed the hospitality of the "Blue Sky" on her trial run the company also included O. W. Beckman, representative of the Atlas-Imperial Diesel Engine Company; L.



The "Blue Sky," new 81-foot San Pedro purse-seiner, as it approached the Municipal Fish Wharf for its trial run on Sunday morning, November 9. The ship was constructed in the yards of the San Pedro Boat Building Company.

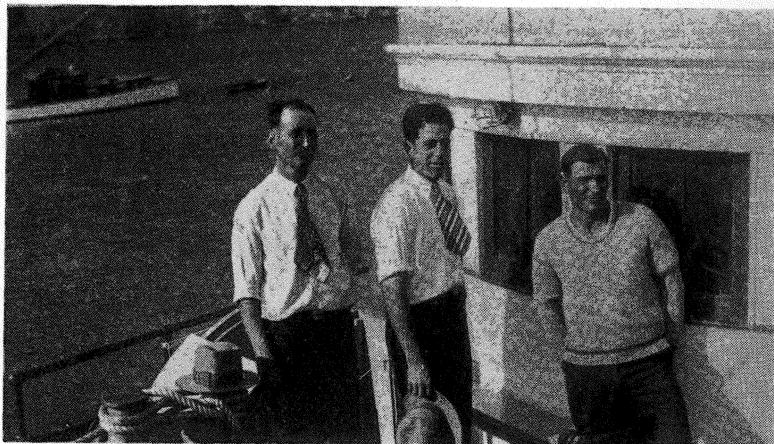
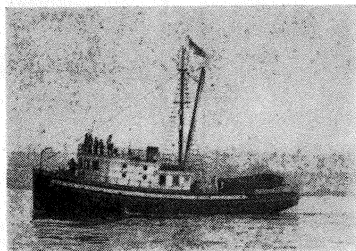
municipal fish wharf, from which the vessel was scheduled to get under way for the day of cruising which would constitute its trial trip. It was almost nine o'clock when, from out of the haze which enveloped the eastern end of the channel the ship appeared, smart, new and clean, with freshly-painted spars glistening in the occasional patches of sunlight, a "bone in its teeth," and its ensign beckoning over the stern.

"Got held up over at Fish Harbor on some last minute supplies," explained Captain Tom Mason, "but here she is. What do you think of her?" The crowd answered enthusiastically, climbed aboard, and soon were swarming all over the ship.

The Voyage Begins

At 9:15 lines were cast off, the ship put about and headed for the open sea in the direction of Santa Catalina Island, with the big Atlas-Imperial diesel pounding out a steady 9½-knot gait. Outside the breakwater, heavy ground swells were encountered and soon the less hardy of the land-lubbers were rendered "hors de combat." The balance of the passengers, however, invaded the galley at the behest of that master of the culinary art, Marco Guljerimo, regular cook for the "Blue Sky" crew.

One marveled that Marco's small galley could produce such a large quantity and variety of good things to eat and drink as he conjured out of corners and cupboards. There was roast pork, "hot dogs," boiled ham, smoked sausage, a miniature mountain of bread, a seven-



Capt. Tom Mason, Vince Marincovich and John Cvitanich, the three partners who are associated as owners of the handsome new purse-seiner, "Blue Sky," photographed on their fore-castle-head at Santa Catalina Island.

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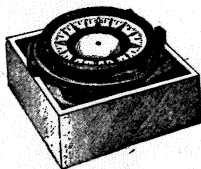
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Lells, also of the Atlas-Imperial firm, who was engineer during the trip; Mike Mladinis of the San Pedro Boat Building Company, San Pedro, who built the ship; Glen Held of the Roger Clark Company, who installed the electrical work; N. S. Nazor and wife of the Slavonian newspaper, NARODNI GLASNIK, and a reporter and cameraman from THE WEST COAST FISHERIES.

The "Blue Sky" was built by the San Pedro Boat Building Company for Captain Mason and his two partners, Vince Marinkovich and John Cvitanich, at a cost of \$45,000, and was launched September 17. Length over all is 81 feet 6 inches, beam is 20 feet and the draft is 7 feet. The hold is 36 feet long, 20 feet wide and 9 feet deep, with a capacity of 75 tons of iced tuna or 95 tons of sardines. Bunker capacity is 6000 gallons, which, at an average rate of consumption of 12 gallons per hour, gives the vessel a cruising radius of 5000 miles. Gilmore oil was used for the trip and it is understood this brand will be continued. The decks are insulated with cork to protect fares while in tropical waters.

Equipment

The ship is remarkably well laid out. All machinery and equipment were chosen with the greatest of care. The power plant is a 4-cylinder, 230-h.p. Atlas-Imperial diesel which will turn up 270 r.p.m. at cruising speed. "There are no unusual features about the power plant in the 'Blue Sky,'" states O. W. Beckman, Atlas representative. "It is the same type of Atlas-Imperial diesel which, through performance, economy and dependability, has built for itself an international reputation."

Because of its high standard of efficiency a Fairbanks-Morse generator, belt-driven from the fly-wheel, was chosen. It turns 2000 r.p.m. and has a capacity of 9 k.w. The batteries, a vitally important feature of all power plants, are 13-plate Exide Ironclads, with an E.M.F. of 8 volts. Four of these units, in series, constitute the 32-volt electrical system on the "Blue Sky."

"So far as electrical equipment is concerned," pointed out Glen Held of the Roger Clark Company, "here is a new feature in instrument boards. Usually these boards are secured by numerous screws which must be removed one by one in order to get at the wiring in the back. We have so constructed this one, which is hinged on one side, that one has only to remove a single screw, swing the board to the left and all wiring is laid bare."

C. J. Hendry hardware and equipment is found throughout the vessel. Included among the equipment are two Ritchie compasses and a model No. 361 Stamford "Shipmate" galley range. "The stove is a 'knockout,'" declares Marco Guljerio, the cook. I can cook with bottled gas and when that runs out, on long trips, I can switch over to regular diesel fuel oil in the twinkling of an eye." Two tanks of gas, furnished by the Hendry company, are secured to the after bulkhead in the galley.

Forward, on the main deck, is an Allan Cunningham purse-seine winch. Aft of the galley is a large Rumsey bilge pump.

Quarters and Compartments

The wheel house is glass-enclosed. With its dual-controlled helm, the ship may be handled from either bridge.

Directly abaft the wheel house are the large, light and airy, crew's quarters and mess room, which were obviously planned for the utmost comfort of the men. The ports are large and there is a fair-sized skylight overhead. In the deck of the quarters on both the port and starboard sides are fixed deadlights which admit considerable light into the engine-room directly below. With six bunks in the quarters on both the port and starboard the galley and two on the after bulkhead of the wheelhouse, the "Blue Sky" has ample room for its crew of ten.

The engine-room may be entered either from a small hatch on the starboard side forward of the wheelhouse, through the forepeak hold where the chain lockers are located, or, in heavy weather, through a hatchway just inside the starboard door to the quarters.

Aft of the quarters and immediately adjoining them is the galley, where every modern convenience is to be found.

"She is a fine boat," avers Captain Mason, "sound and tight. Only two faults were brought out at the trial run. The main compass is slightly deviated, due to its close proximity to the steel-link, dual-helm control. A slight compensation will rectify that. We also noticed that the propeller is not quite evenly balanced and throws the wake a little to one side. However, that happens commonly on new ships and is easy to fix. After we ship our nets and other gear and finish a few small jobs, we shall get under way for our first trip after sardines."

The "Blue Sky" will fish for the California Packing Corporation of San Pedro. It is insured by the Gilbert C. Van Camp Insurance Agency, Inc.

Herrington Studies Haddock

WILLIAM C. HERRINGTON, former member of the Staff of the California State Fisheries Laboratory, has begun his study of the haddock fisheries of the North Atlantic area as a part of the program of research set in motion by the last session of Congress. Upon his arrival in the east, Herrington took several weeks to familiarize himself with the details of the task which lay before him and then plunged into the actual work.

In a recent personal letter to the editor of WCF, Herrington warns against expecting too much of his investigations at first. "Work on major fisheries problems," he explains, "is a long, hard and uncertain business. If I should start off by presenting an extensive and optimistic dissertation of what we are going to do, and then find the objects delayed and perhaps some of them unattainable, due to unforeseen difficulties, more harm would be done than could possibly be counterbalanced by the earlier developed enthusiasms."

Accomplishments

"At the present time, if the question were put up to us, I believe that we

should have a rather difficult task to point out any major example of practical accomplishments of fisheries research. . . . In Europe, after eight years and more on the haddock, they have begun to think that they may sometime, in the near future, begin to prophesy concerning the approximate success of the approaching fishing season; on the plaice (a flat-fish) they know that the stock has been cut down to a high degree, but nothing has been done.

"I believe that progress has been made with the Alaskan salmon in standardizing the yield (a much simpler task than with most fisheries) and that Thorapson on the halibut is the only one who has made any definite steps (or who has the ultimate object in view) toward control of a high seas fishery."

Future Plans

Speaking of his own problem, Herrington says: "In the present haddock investigation I have worked out a program which I hope and believe will ultimately lead to the determination and control of the essential factors which will put the fishery on a sound basis. It may require five, ten or fifteen years, but I

feel sure that it can ultimately be done, granting proper support. Until this result has been obtained in some major fishery, our ground is not too secure. We can point to no precedent to support our argument that the stabilization and control of a major fishery is possible and that fisheries science is in its main objects justified. This, of course, does not detract from the value of research as applied to the many minor problems of our commercial fisheries."

The young ichthyologist gives a glimpse of the methods he intends to pursue when he writes: "It has been my experience that the best way to gain the respect and good will of the 'men who go down to the sea in ships' is by showing that, though one be a scientist and have a government job, one can put up with conditions they face, do just as hard work and put in hours as long or longer. The very fact that one is working with them and understands the conditions they must face not only develops their interest but gives them more confidence in the utility of the work."

THE BANKS of the River Murray, or Murrumbidgee, Australia's largest river, are lined with hundreds of thousands of dying fish, the result of using the river for farm irrigation. Not only have the obstructions in the river impeded the

flow of water, but the river is now full of salt and magnesia from the soil, which substances kill both the fish and the muskies upon which they live.

The Murray is the only navigable stream in all Australia.

THE SIXTH ANNUAL Southern Convention of the National Fertilizer Association was held in Atlanta, Georgia, from November 10 to 12, inclusive. The attendance totaled 230 persons.



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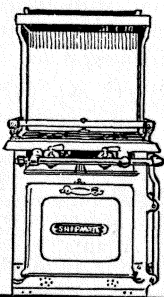
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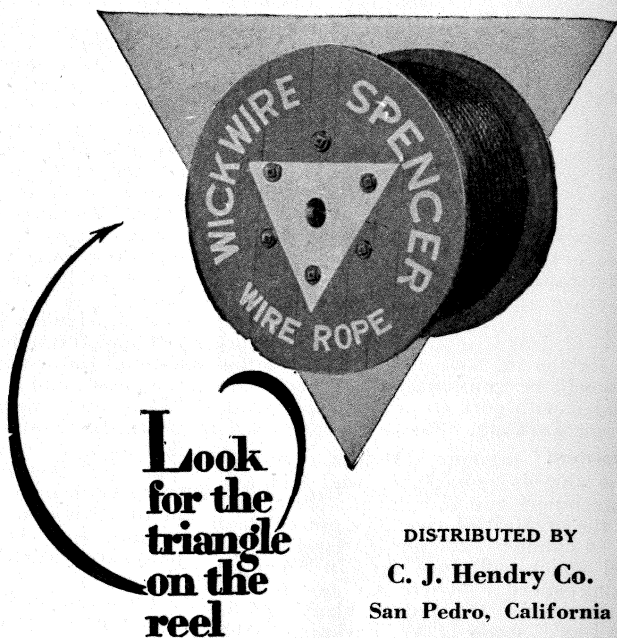


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CORDAGE COMPANY

San Francisco, California.

Warehouse Efficiency Featured

THE \$80,000 WAREHOUSE recently constructed for the City and Harbor Warehouse Co. at Mormon Island, near the American-Hawaiian and McCormick Steamship Co. terminals, Los Angeles Harbor, received its permit to operate from the state railway commission on November 8. The plant is a single-story building containing three great storage rooms whose floor space totals 80,000 square feet.

The building is of reinforced concrete, is well lighted by large sky-lights, and is protected from fire by apparatus manufactured by the Badger Fire Extinguisher Co., as well as by heavy metal fire doors between the rooms. Electrical equipment includes batteries of lights throughout the building, which make possible night operation, and telephones in each of the three sections of the warehouse.

Planned for Efficiency

The keynote of the plant is to be efficiency, according to E. C. Cord, president and general manager. "Modern power machinery, the single story, and ramps which enable trucks to drive right to the spot where the goods will be stored, will enable us to operate with fewer men than is usual in similar establishments," explains Cord. "In addition, because we are so near the waterfront, cargoes will be transferred direct from ships to the part of the warehouse where they are to be stored by stevedores, so that our crews will have only

to stack up the products."

This simplified method of caring for goods shipped to Los Angeles Harbor by freighters will enable the City and Harbor Company to store cargoes which are to be distributed outside the metropolitan area of Los Angeles at a saving of \$1.50 per ton over Los Angeles warehouse prices. In addition, since hauling charges to the city from Wilmington average approximately 75 cents a ton, a saving of 75 cents will obtain for goods stored for distribution in Los Angeles.

Modern Plant

"We have, we believe, the only modern, privately-owned, shipside warehouse on the Harbor at the present time," says president Cord. The chief executive of the organization will be assisted in his operations by J. W. Cord, vice president in charge of sales, and R. M. Farrar, superintendent. Farrar is also general manager of Davies Warehouse in Los Angeles, and so a reciprocating policy will be in effect between these two plants, which will further increase the total efficiency of each.

The City and Harbor Warehouse Co. has, as yet, no fisheries accounts, since salesmen have not had opportunity to make contacts with leaders of this industry. However, officials hope to secure business in this line in the future, since such products have been stored in Wilmington warehouses in previous years.

WILL START WORK ON TERMINAL WAREHOUSE

THE NEW PLANT of the Crescent Wharf and Warehouse Co. is expected to be ready for use by the middle of January, according to a statement made early in November by E. A. Mills, president of the company. Their permit from the state railway commission was secured some months ago, so that the firm is ready to begin construction on 8,000 square feet of property adjoining the present plant. Construction bids for the building, which will cost \$85,000, will be called for within a few days.

Decision to erect a new warehouse, explains Mills, was arrived at when it became apparent that the present facilities of Los Angeles Harbor would be insufficient to accommodate business of the future. Company officials believe that profitable revenues already are assured, due to long-established contracts which are now in force.

A feature of the building, which will be a single-story structure, will be electrical freight handling equipment. This machinery will enable the minimum of manpower to handle the maximum of freight with efficiency and speed.

LABORATORY ISSUES

FOUR FISH BULLETINS

FISH BULLETINS, numbers 23 to 26 inclusive, contributions from the staff of the State Fisheries Laboratory at Terminal Island, California, have just been issued by the Division of Fish and Game.

Bulletin No. 23, prepared by J. B. Phillips, describes the success of purse seine boats in the sardine fishery at Monterey, California. The pamphlet gives a brief history of the purse seine, describes the types of gear used in the Monterey area, shows the localities where sardines are secured in that district, and the relative efficiency of purse seine and lampara boats in sardine fishing.

Bulletin No. 24, by Joseph A. Craig, now director of the western field staff of the United States Bureau of Fisheries, is entitled "An Analysis of the Catch Statistics of the Striped Bass Fishery of California." A discussion of what the yearly total catches of this species of fish indicate, a description of the methods used in collecting data, an analysis of daily catch records of selected boats and of the entire fishery, and a consideration of the results of this study make up the contents of the bulletin.

A description of the sardine fishing areas along the California coast is contained in Bulletin No. 25, prepared by staff members of the fisheries laboratory, with an introduction by W. L. Scofield, acting director. Maps and a careful analysis of the three most important sardine-catching localities, San Diego, San Pedro and Monterey, feature this publication.

The fourth pamphlet, Bulletin No. 26, is a contribution to the life history study of the California sardine and is the work of Dr. Frances N. Clark. It is entitled "Seasonal Changes in the Daily Average Length of the California Sardine," and presents graphs and a discussion of this subject.

A FLEET of whaling vessels will probably operate in the Antarctic next season from New Zealand, since efforts to form a whaling company at Dunedin have been successful.

LOBSTER ENFORCEMENT KEEPS BUREAU BUSY

CONSERVATION of the California lobster fishery through enforcement of the seasonal and minimum size limit laws has been exceptionally difficult during the past year, according to the patrol department of the California Commercial Fisheries Bureau. An apparent scarcity of legal-sized lobsters, with attendant high prices and heavy demand, are reasons advanced to account for unusually frequent attempts to step over the legal barriers.

In patrolling the lobster fisheries since the first of the year, deputies of the bureau have taken 34 cases of law infraction into Southern California courts. In 32 instances guilt was established. One case was dismissed and one verdict of not guilty returned. In other words, approximately 94 per cent of the cases resulted in conviction of the offender—an extraordinarily high record.

Fines totalling \$1520 were imposed by the courts.

Records of the bureau patrol show numerous occasions on which quantities of undersized lobsters or out-of-season catches were seized. Here it was impossible to apprehend the guilty.

While strictly enforcing the law both in the interests of commercial fisheries and the public, the patrol department at the same time acted in accordance with its policy of friendly cooperation with fishermen, by explaining the law and issuing warnings. The work was carried on through land inspection and ocean patrol aboard the "Bluefin."

NET MENDING is the subject of a short course for girls being offered by the Lowestoft (England) Education Committee.

FISHERIES BUREAU AIDS CONSERVATION

PRESENT OPERATIONS of the United States Bureau of Fisheries indicate that this department already is making material contributions to the numbers of commercial fish in American waters. Description of some of its operations is contained in the November 1 issue of

Fisheries Service Bulletin

Among the species being distributed in large numbers from government hatcheries are bass, bream, crappie, rainbow trout, fingerling trout and sunfish. Fishes of greater commercial importance are also being raised in hatcheries along rivers and lakes in the United States. To date government officials are unwilling to say how much affect this activity will have upon the numbers of fish available for commercial use.

CONFER ON SARDINES

N. B. SCOFIELD, head of the California Commercial Fisheries Bureau, and John Farley, executive officer of the California Division of Fish and Game, conferred with several San Pedro cannerymen on the familiar question of sardine overage, in a meeting in Los Angeles on November 17. The meeting was called to determine how satisfactory in actual operation, has been the present 32½ per cent overage law what alteration might be advisable and what recommendations might wisely be made to the state legislature in this respect.

The meeting was one of a number of similar gatherings that will be held before any decision is reached.

On November 18 Scofield visited the laboratory and patrol offices of the division at Terminal Island. He left the same day for his San Francisco headquarters.

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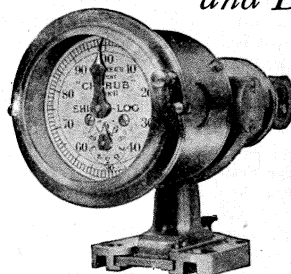
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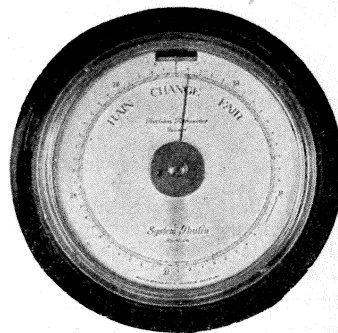
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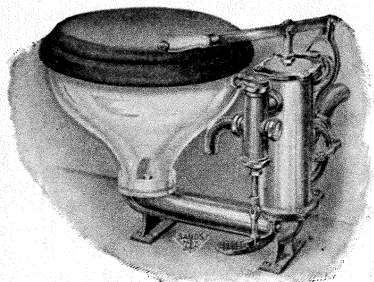
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HARRY BEARD VISITS SOUTHERN FISH PORTS

HARRY A. BEARD, chief of the research department of the New England Fish Co., visited the fishing ports of Southern California during late November. Beard was on the homing arc of a circular trip, the prime object of which was to introduce New England filets and packaged fish to the Colorado market.

The young chemist and fisheries technician, widely known for the canned sardine researches in which he discovered and perfected the "Beard Process" of pilchard packing, now makes headquarters in British Columbia, where he heads a staff of seven investigators. This corps concerns itself with developing modes of quick-freezing as well as with such general refrigeration problems as the control of discoloration, shrinkage losses arising from dehydration and leakage, and the proper construction of the packages to be distributed. Net preservation, methods of fish butchering, the planning of popular products in convenient units and the utilization of waste all come within the province of Beard's research and development department.

FLOATING REDUCTION PLANT OPERATING ON HIGH SEAS

ANCHORED OUTSIDE the three-mile limit, the Stanley Hiller reduction ship, "Lake Miraflores" is reported to be receiving fares of sardines for conversion into oil and meal. Advices from Monterey state that in middle November Capt. Pete Sanfelippi, master of the "Virginia," went to Oakland to fish for the floater, it being understood that "Pete had been offered 'one grand' to show them how to unload the small boats." Another master fisherman to join the following of the reduction ship was Capt. Anton G. Smith, of the San Pedro purse-seiner "Ambassador." The third member of the fleet was the "Emperor."

It is reported from Monterey that the "Lake Miraflores" is anchored well beyond the limits of the state's territorial jurisdiction, so is entirely within its rights so long as it remains in its present position. The Commercial Fisheries Bureau patrol boat "Albacore" is standing by, to insure against any infringement upon the rights of in-shore operators.

MERSICH AT MONTEREY

HERB. A. MERSICH, for seven years the A. Paladini manager at Eureka, arrived in Monterey on November 4 to relieve J. A. Zanetta, the local manager. The replacement was occasioned by an unfortunate occurrence several months ago when Zanetta slipped and fell, seriously injuring his spine. Long-continued treatment had not effected a full cure, and the Paladini manager has decided to retire for a rest and convalescence to the rancho of Mrs. Zanetta.

Mersich is an expert salmon and mild-cure man. He has been in the fish business all of his life and is an old friend of Capt. Bert Nidever.

"My father was one of the sail-boat fishermen of San Francisco Bay," says Mersich. "He at one time was partners with A. Paladini, the two of them fishing together in the same boat. Paladini used to call my father 'John Brown,' just as most of the other Italians did; no man ever did more for us than did A. Paladini."

FISH TUG FIRE

AN ENGINE-ROOM explosion, followed by fire gutted the entire interior of the "Attilio Paladini," San Francisco paranzella trawler. The accident occurred on Friday, November 28, while the 60-foot fish tug was taking fuel alongside the oil docks of the Standard Oil Company's marine station at Fishermen's Wharf, San Francisco. Capt. Le Roy Earley and Chas. Hansen, who were on board at the time, both received second and third degree burns.

The explosion followed the bursting of the gasoline tank of an auxiliary engine and the whole vessel was a mass of flames when the fire-boat "David Seannel" arrived in response to an immediate alarm. The firemen came directly alongside and quickly extinguished the blaze, but not until charring had progressed so far that the whole interior of the vessel will have to be rebuilt.

The "Attilio Paladini" is one of the newest and most valuable fish tugs of San Francisco Bay, being the property of A. Paladini, Inc., but operating under charter to the Northern California Fisheries, trawling corporation. The vessel was built two years ago by the General Engineering & Drydock Co., in Alameda, a 135-h.p. Union Diesel being installed in it. It is fully insured.

DUTY REMOVED

RESIDENT ALIENS no longer will have to pay duty on fish caught beyond the three-mile limit in ocean waters and brought into American ports in small, undocumented vessels. So many protests were received by customs officials concerning tariff department ruling 43988, which established this assessment among other provisions, that the charge has been revoked and money returned to the aliens from whom it was secured.

SARDINE SALTING has been commenced on an experimental basis by the Higashi Fish Co. of Monterey. Large, hand-picked pilchards are selected for the purpose, these being heaped up with dry salt until cured. The product then is packed into 50-pound boxes for shipping to Japanese merchants in Hawaii.

On November 21 the Higashi firm made its third experimental shipment of salted pilchards, this being a 35-box lot that went forward aboard the S. S. "Maunalei."

"A part of this quantity was repeat orders, while the balance was new business," says Harry Higashi, of the Monterey concern.

ON THE MORNING of November 12 the Monterey market boat "Santa Maria" was unloading a fare of mixed fish when the sardine seiner called "John Crivello" came in from sea and struck her squarely in the waist. In explanation of the accident it has been variously said that the engineer of the larger vessel misunderstood an "astern" signal; also that the "John Crivello" attempted to turn around between two wharves without reducing speed sufficiently. Whatever the cause, the result was the same and the "Santa Maria" was stove in badly, its deck buckled and numbers of ribs broken.

Captain Salvatore De Franco is master of the "Santa Maria," while the "John Crivello" is under the command of O. Crivello. The sardine craft sustained no damage, but the little market boat now is being reconditioned in a Monterey repair yard.

SAN LUIS OBISPO

L. M. BOWLUS, proprietor of the San Luis Fish Company, evidences the prosperity which he declares to be enjoying in that he recently purchased one of the handsome new Buick straight-eights. His was the first machine of the new model to be delivered in San Luis Obispo.

"Business is good—yes, I mean it—really good," he avers. "Sales are active, both day and night. Money sometimes gets a little slow, but then I get out after it. We have no complaint whatever."

Mrs. Bowlus, who is her husband's "right-hand man" in the business, tells that they are constantly disturbed at all hours of the evening and night by revelers and joy riders who, after steaming up an appetite by a fast drive through the country, suddenly decide they need a couple of quarts of oysters, a dozen fish steaks or some abalone cutlets. One especial and singular advantage enjoyed by the business is that it is on a non-commercial street, in the residential section of town. Whoever comes to buy is always assured of plenty of room in which to park, so that no time is lost in cruising around looking for a niche in which to halt. The Bowlus' regard this as a very telling advantage.

The San Luis Fish Co. took an active part in defeating the Initiative No. 11 measure, Bowlus having contributed articles to the local paper exposing its attempted imposition upon the people of California.

"Out of a total vote of about 5,000, we beat the thing by 1,210," declares the merchant. "We simply had to beat it, or they would have ruined us."

HALL VISITS SOUTH

ners and fresh fish shippers of South Bend, Oregon, visited San Francisco at the end of November, while on a business trip along the coast. Hall was on his way home, after having spent two weeks calling on various fish brokers.

The firm of Hall and Olsen operates and owns a canning plant and fresh fish business, chum salmon being the principal pack. "Chum salmon have been very scarce this year," declares Hall, "and only about one-third of the usual pack has been made." Silvers Chinook, steel-head trout and sturgeon are the popular sellers in the fresh fish branch.

Mrs. Hall is accompanying her husband on the trip, which is being made by automobile.

THE HIGASHI FISH CO. of Monterey announces the formation of an arrangement with Capt. C. Gianini of the boat "C. 160" whereby he is to deliver his entire catch of mammoth "Monterey Prawn" to that firm. Gianini now has 16 rattan prawn traps in service, and is producing approximately 100 pounds of the big crustaceans daily.

"We now are in position to prevent over-production and injury to us all," states Harry Higashi. "The market for the prawn is getting better constantly, and now we are able to dispose of several times as much of them as was possible at first."

The prawn do not taste at all like shrimp, but instead are astonishingly sweet, and instead of having a grain or fibrous texture are creamy as a caramel.

T. M. LAW DIES

FRIENDS OF T. M. LAW, for some time an official of the Wickwire Spencer Steel Company, Los Angeles, were grieved to hear of his sudden death on November 17. Law had been in good health until November 14. At that time he suddenly became ill, was taken to a local hospital for an operation, but failed to survive it.

C. J. HENDRY CO. is the proud possessor of a baseball team which is tied for first place in the commercial league of San Diego. The Hendry nine, with a record of no defeats in November, is tied with the Western Dairies squad.

C. J. HENDRY, of San Francisco, head of the company which bears his name, made a several-weeks' business trip to San Pedro and San Diego to talk over policies with the managers of the three stores which are operated in those localities.

WILLIAM MAGGIO, manager of the San Pedro branch of C. J. Hendry Company, was in San Francisco during the first part of November on a business trip.

HARRY KNIGHT, of the staff of the C. J. Hendry Company's San Pedro store, declares that the "winter season" has started. Harry has added a sweater to his daily apparel and says he will continue wearing it until June.

GEORGE GLIGO, C. J. Hendry Company warehouse man, had his foot seriously mashed on October 25, when a length of extra heavy 4-inch pipe was dropped on it. The injury laid Gligo up for two weeks.

ANOTHER LARGE SHIPMENT of Patterson Sargent paint has been received by the San Diego branch of C. J. Hendry Co., in preparation for the repair work which will be done on the tuna fleet during the 60-day lay-off.

ERNEST MILLER, who has been connected with C. J. Hendry Co. for several years, returned to his position in November after having been kept at home since the middle of October after an accident.

MONTEREY FISHERMEN worked for five hours on November 24 before they were able to save from sinking a barge loaded with 65 tons of sardines. The loaded lighter, which is the property of S. Lucido, was towed to the municipal wharf after having been swamped by a heavy swell a mile off-shore.

Here twelve fishermen went aboard and set to work to pump water out of the hold faster than it poured in through a leak, a task whose difficulties were augmented by the fact that the front air tank was flooded. Buckets and two pumps were manned by fishermen, who checked the leak after a half-day struggle. The lighter was then towed to the wharf of the California Packing Co., where it was unloaded and repaired.

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FRESH FISH

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The shining-clean, utterly-different sea food market, "Clareds," recently opened in Long Beach by Clare Small and Eddie Harsh. After a glance at this picture, it is little to be wondered at that Manager Harsh declares "We have not had a dull day since we opened."

A New Idea in Fresh Fish Markets

FOUR DISTINCTIVE FEATURES make "Clareds," the new Belmont Shore Place seafood market of Clare Small and Eddie Harsh, unique among fresh fish marts of the nation. As a result, the new establishment, which is located at 4724 East Second street, Long Beach, has been thronged with customers since its opening early in November.

The first impression made upon one as he enters "Clareds" is that it is like no sea foods market he has ever seen before. With tiled floors, white walls and ceiling, and white woodwork, the interior presents

a spotless appearance. An artistic window display, in which a miniature waterfall descends upon a beach of weathered rock, shells, drift and living plants, is a permanent fixture. A green-and-white counter on the left, green-and-white tables and chairs on the right and a receiving room at the rear allow efficient operation and quick service for all customers.

Appetizing Displays

A desire for fisheries products is encouraged not only by the clean and at-

tractive appearance of the room and fixtures, but also by the appetizing manner in which the foods are displayed. Oysters, other shellfish, and good cuts of fresh fish are kept on banks of cracked ice within polished glass cases. Canned goods are located on clean shelves in artistic arrangements. Everything about the shop tends to create confidence and the desire to buy in the mind of the customer.

Serving sea foods in tasty form is the second innovation at "Clareds." "We cultivate appetites for sea food by serving

clam chowder, steamed clams, oyster salad, oyster cocktails, oyster stew and other easily-prepared dishes at our tables," explains Eddie Harsh, who is manager. "This attracts a good after-theater trade in the evening, and our 'clientele' in this department is increasing rapidly.

"Applying the delicatessen idea to our fish market, we make lobster, crab, shrimp and various other kinds of salads and cocktails to be taken home in special cartons we have for that purpose. We make them fresh every day and are enjoying a thriving trade in them. Almost half of our business is composed of ready-cooked and otherwise prepared dishes. This department, we believe, is one of our most forceful and resultful efforts toward educating the taste of the consumer to seafood."

Many Delicacies

The new shop also stands out from ordinary fish markets because of the wide variety of sea foods which it carries, especially those products which are best described as delicacies. "We bring our foods to Long Beach from all over North America," says Clare Small. "Our fresh fish list is a long one, and gives every customer ample opportunity to secure whatever type of food he prefers. From our local fishermen we obtain tuna (both canned and fresh), filet of sole, sandabs (which also come from San Francisco), yellowtail and swordfish. Other California fisheries contribute their share, for we have striped bass from the Sacramento River, abalone from Monterey, hardshell crab from San Francisco, catfish from the Sacramento and rex sole from San Francisco.

"The Northwest sends us oysters from Olympia, Washington, salmon from Puget Sound and Alaska, halibut from Washington (and also from local fishermen), clams, kippered salmon and cod. Mexico, at the other end of the coast, furnishes the supply of lobsters and to-tuáva. In addition, we sell oysters and to-New York, shrimp meat and fresh shrimp from Alaska, Texas and Georgia, clams from New York, soft-shell crabs from New York and trout from Colorado."

Big Business

That this wide choice of products is bringing in customers is shown by the business which the place has enjoyed since it first opened. "The idea went over with a bang," declares Harsh. "We have not had a dull day since we opened up. Curiosity brought our first group of customers, and we have new ones attracted to the store every day, for we are

showing them sea food that they have never seen or heard of before. These customers tell others of their discoveries and our list of regular patrons grows larger every week."

Not the least influential among the reasons why "Clareds" should be successful is the interest taken by the operators in what happens to their wares after the sales have been completed. Unlike many merchants, who feel that their worries are over after the deal is consummated, Harsh and his staff seek to assist their customers in making the best use of what they buy.

Recipes Given

"Naturally it falls to us to suggest means of preparing our various products for the table," says the manager. "So many people are unfamiliar with them. Many times when they do not ask and we feel that they are not sure of the proper way to cook the fish they are buying, we ask what they intend to do with it. Often we find that they are buying fish to fry when the only proper way to prepare that variety is to bake it. We inform them of this fact and if they still want

fish to fry rather than to bake, we tell them of the various species which may be substituted, although the fish suitable for their purpose may be less profitable than that selected of their own accord. This invariably wins us the confidence of our customers, and also prevents dissatisfaction that would inevitably arise should we let them cook fish with which they are unfamiliar in any manner they choose."

"Clareds" clearly shows the result of the long experience of its partner owners. Small is well-known to the fresh fish trade as the head of Van Camp Organizations, Inc., while Harsh, for many years, has been active in the fisheries industry.

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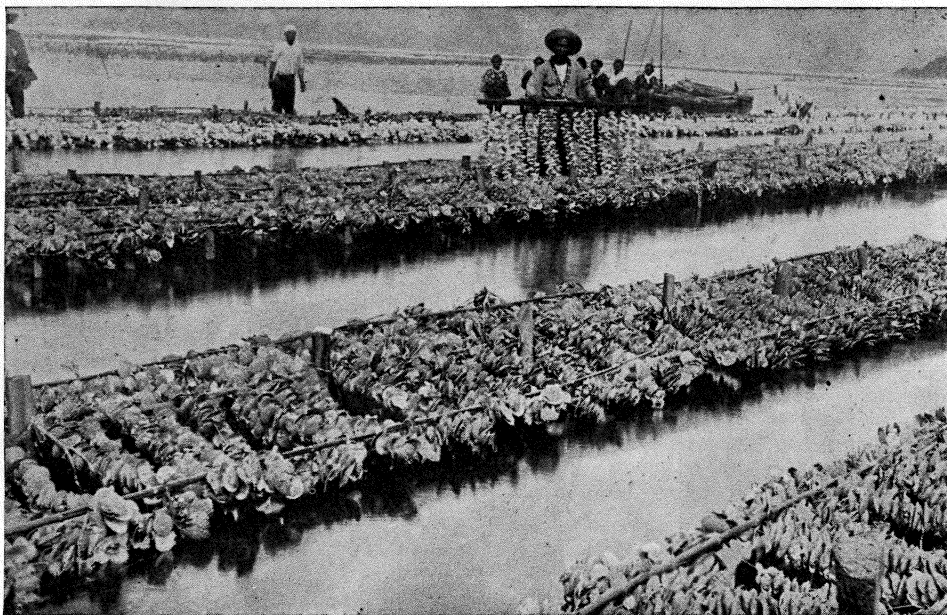
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LOS ANGELES

WASHINGTON



This picture, taken in Japan, shows the manner in which the cultch, composed of masses of old shells, is hung from poles so that the seed oysters or spat may collect upon it and thus be prepared for shipment to the beds in Washington.

Pacific Oyster Bids for Importance

THE PACIFIC OYSTER, once erroneously thought inferior to the Atlantic Seaboard species, at last is to occupy its place in that particular sun which is reserved to shine upon edible sea creatures. The medium by which the West Coast sea food is to reach high eminence is the North Pacific Oyster Growers Association, organized September 13, 1930, in the state of Washington.

The North Pacific association, which includes in its membership 10 companies and six individual growers, is described as "a non-profit association dedicated to the interests of the growers of Pacific oysters on the North West coast." Myron T. Heuston of the Long Island Oyster Co., Seattle, has been selected to serve as first president. Other officers are O. C. Hanson, Olympia Oyster Co., Olympia, vice-president; Frank Nixon, Bay Center Oyster Co., Raymond, treasurer; Gerard T. Mogan, Willapa Oyster Farms, Seattle, secretary.

Early Days

Proponents of western oysters have not been lacking in the past. Shellfish was a staple article of diet with aborigines in the vicinity of Shoalwater Bay (now known as Willapa Harbor, Washington). Early settlers who came across the plains to the coast found other great beds of *ostrea lurida* (as the western oyster is known to scientists) in the innumerable passages of Puget Sound adjacent to what is now Olympia, Washington. These pioneers found the newly-discovered oyster to be smaller than the eastern species, but they liked its flavor and its nutritive and digestive qualities.

Production of food had little appeal for the swaggering adventurers who swept into California during the thrilling days of the gold rush. Few agricultural communities existed in the coast states at that time; this scarcity of food-producing areas, together with a rapid increase in population, not infrequently caused acute

shortages of comestibles. To meet this need, large quantities of food, commanding high prices, were shipped into California from "the outside."

Thrifty northwesterners were quick to recognize the opportunity presented by high prices and lack of food; they began shipping cargos of Puget Sound and Willapa Bay oysters to "famine" areas. By the end of the nineteenth century this traffic had reached amazing proportions—in 1896, 90,000 bushels were shipped from the Willapa territory, while Puget Sound production reached a peak of 100,000 bushels in 1904. The increased harvest was more than the beds could support; by the time the World War had begun, shipments from Olympia, Washington, had dropped off 75 per cent, while Willapa production from 8,000 acres scarcely reached 4,000 bushels a year.

Transplant Industry Declines

As quickly as it had grown, however,

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SALMON**

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THROUGHOUT
PUGET SOUND
COLUMBIA RIVER
ALASKA
BRITISH COLUMBIA

"PACKED
WITH THE
WIGGLE
IN ITS TAIL"

An Eastern Shipment

While disaster was sweeping down upon northern beds, strange things were happening in California. In 1869 a three-car shipment of oysters had been sent to California from the East, over the lines of the Union Pacific system. The anticipated ready market proved to be non-existent and the western distributor found his warehouse full of oysters which could not be sold. A considerable sum of money had been invested in the shipment and immediate action to conserve the sea creatures was therefore imperative.

In a moment of inspiration, the western company dumped the entire unsold supply into shoal areas of San Francisco Bay. The bivalves, oblivious to the fact that they were more than 3,000 miles from home, grew fat and rich-flavored from the multitudinous diatoms of the western sea.

Additional shipments were made; these imports, too, thrived in western waters. High freight charges proved a handicap to brokers, but when in 1870 it was successfully demonstrated that small seed oysters could be shipped successfully from Long Island Sound and Chesapeake Bay, the Western transplant business spread rapidly up and down the coast.

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A scene on the beds in Washington, where the Japanese transplants have become mature oysters, ready for eating. The Pacific oyster is fit for market two years after arrival, while it takes four years to reach maturity in its native country.

the industry declined. Due to unproven causes, the oysters no longer grew fat in San Francisco Bay, but were thin, watery creatures which soon became unpopular with the trade. Washington-grown transplants which reached maturity were as good to eat as ever, but mortality of eastern seedlings was exceedingly high. In addition, owners of eastern beds had learned that they could make more money by retaining their oysters until maturity than by shipping young stock to the Pacific, and it became increasingly hard to secure high quality seed oysters for western shipment.

Quick to understand what was happening, and unwilling to see their hard-earned livelihood snatched from them through no fault of their own, Willapa and Olympia oystermen began investigating northern Japanese mollusks. "Through a series of experiments we arrived at the conclusion that the seed oyster from northern Japan had a future in Washington waters," explains President Heuston of the North Pacific Oyster Growers Association. "Tentative plantings over a series of years produced varied results, but were successful enough to bring into the project a majority of the financially-sound survivors of the transplant and native oyster industries. When the success that crowned our efforts was known, planting of Japanese seed became general along the oysterlands of this district."

The Pacific Oyster

The Japanese transplant, a different product from native California or Washington varieties, has been named "Pacific" by the new growers' association. "Organization of the North Pacific Oyster Growers Association accomplished a splendid piece of business at its inception," says Heuston, "when it fastened a name at once appropriate and distinguished upon a wonderful sea food. The name 'Pacific' is not merely locational. It is descriptive of an oyster that is born and set in the stormy waters of the northerly shores of Japan, that is packed in boxes and taken on a long journey to Washington, and that is there once more placed in its native Pacific waters. Although far from the spot of nativity, it is a Pacific oyster throughout."

The newly-named Pacific oyster takes four years to mature in its original habi-

tat; in Washington it becomes full-bodied and deliciously-flavored in from fourteen to twenty-four months. "Of distinctive



Myron T. Heuston, president of the North Pacific Oyster Growers Association.

taste, full of iodine, vitamins and proteins, possessed of no tough inedible muscle, the best 'fry' in the market, yet so lacking in fats that the overweight need never fear eating it to repletion"—thus does Heuston catalogue the food virtues of the "Pacific." "If the chefs of the West Coast will shake up their recipes and give this oyster the individual attention it merits, it will be on every luncheon and dinner list in the Coast cities, not among the cocktails and course offerings, but with the entrees."

Why the North Pacific

"The original nucleus of the North Pacific Oyster Growers Association," declares Heuston, "was the list of survivors of native and eastern transplant experiences. They banded together to control the influx of inexperienced growers which they felt sure would result from discovery of a product answering all tests of flavor, hardiness, quick maturity and food value. Reception of the association has been very gratifying and practically all growers, certainly all major interests, are enrolled in its membership."

The statement of purposes of the North Pacific indicates that it will undoubtedly have a far-reaching and beneficial effect upon the Washington oyster industry. "It will promote the growing of Pacific oysters for market," explains the president. "It will take care of research and standardization among the membership in growing, developing, marketing, distributing, packing and advertising Pacific oysters. It will work for cooperation between the member companies. It will conduct biological experiments to determine the prime factors in spawning, setting, transplanting, feeding, fattening, setting of cultch and artificial methods of pro-creation."

Membership

The Washington interests affiliated in the North Pacific Oyster Growers Association include the Bay Center Oyster Co., Raymond; Long Island Oyster Co., South Bend; Toke Point Oyster Co., Consolidated, Tokeland; Long Beach Oyster Co., Seattle; Olympia Oyster Co., Olympia; Rock Point Oyster Co., Blanchard; Brenner Oyster Co., Olympia; Willapa Oyster Farms, Seattle; Bay Point Oyster Farms, Seattle; Willapa Bay Oyster Co., Sumner; Robert Naismith, Olympia; W. J. Waldrip, New Kamilche; Fred Weigardt, Ocean Park; E. A. Boatman, Orting; L. L. Clark, Bay Center; William Axford, Bay Center.

In addition to officers already named, the following men have been elected trustees: Frank Nixon, Bay Center Oyster Co.; J. J. Brenner, Brenner Oyster Co.; Fred C. Ferree, Long Beach Oyster Co.; Myron T. Heuston, Long Island Oyster Co.; W. C. Bristol, Toke Point Oyster Co., Consolidated; O. C. Hanson, Olympia Oyster Co.; E. N. Steele, Rock Point Oyster Co.

Future Services

"The laws of nature provide the obligation to be efficient in every industry," concludes Heuston. "Waste and haste and heedlessness soon bring failure, to oystermen as to any business. The North Pacific Oyster Growers Association must therefore educate the inexperienced grower and must support its members with counsel, cooperation and that kind of help which inspires each one to be fair, just and helpful to his neighbor."

OREGON

REPORTS CONDITIONS IN OREGON ARE GOOD

THE OREGON fishing industry had a highly satisfactory month during October, according to J. H. Reeves, Portland broker. A large volume of business, a fair margin of profit and good prospects for continuation of sales were features of the situation.

"Trade in general has had the pleasure of a large volume of business," states Reeves in a recent communication to WCF. "Retailers have been able to sell salmon to the consumer at a price which is low when compared to the past ten years, although it is not yet back to 1913 and 1914 levels." Fishermen, although they would like to see prices higher than they are, are glad to have a steady market for disposal of their fares.

Prices of silver and chinook salmon have been low during October, says Reeves. "A contributing factor of no small importance is the inability of the East to take car lots of fresh fish at this time of the year, but the main reason is that the export demand for mild-cured salmon is not taking the fish," he explains.

The Oregon broker believes that sales will continue to be good next month. The close of the canning season, with the exception of chums, will allow the fresh fish market to obtain high quality products,

which will aid in moving their stocks. Moderately low prices will continue to obtain, and this condition, he writes, "will appeal to the consuming public."

JOE PAULSEAN, master of the U. S. Bureau of Fisheries ship "Scoter," died at Bella Bella, British Columbia, on October 20, following a paralytic stroke two days earlier while aboard his vessel enroute to Seattle, Washington. Paulsean had been with the bureau eight years at the time of his death, and was engaged in work on conservation of the Bristol Bay, Alaska, salmon fisheries.

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NORTHERN CALIFORNIA

New Sales Methods Adopted

A PLAN which promises greatly to increase the sales of fresh fish by retail side-line fish dealers recently has been put into operation in Oakland, California. The proposition is described by Bart A. Ghio, Oakland Fish Co., in a recent letter to WCF.

For some time Oakland wholesalers have made it their practice on Saturday to collect and give credit for fish which were left over from Friday's sales. Because they knew they were thus protected, retailers made no special effort to dispose of stocks of fish, with the result that the volume of fresh fish sales was not as great as the population of the city warranted.

Make Tests

Some of the larger wholesale fresh fish dealers began a series of experiments last summer to determine what the effect on sales would be if this custom were discontinued. "The more progressive side-line dealers also were responsible for the experiment," explains Ghio. "When they stated that accurate sales records showed a larger percentage of profit on fish than on other commodities, wholesalers wondered, why more fish was not sold by the side-line dealers. A thorough study showed, as the experiment later proved,

that the giving of credit on unsold fish killed the incentive to push fish sales, causing a loss in profits to the retailer."

In the course of the experiment, which extended over a period of many months, the abolition of credit on Saturday increased sales in every instance from 50 to 300 per cent. The success was not only noted with the individual business houses, but also with the chain store systems, where division managers, who once thought there was little profit in selling fresh fish, became enthusiastic over their increased sales.

"During the first part of the experiment," says Ghio, "unsold fish was collected and placed in a sharp freezer, to be returned for sale the following Friday. This practice was discontinued because it defeated the very purpose of the experiment by lessening the incentive to sell all of the fish. It also caused the evil of placing fish on sale that could not possibly be in prime condition. When the side-line dealer was convinced that it was essential to sell all of the fish, then, and then only, did the sales volume grow, with resultant larger profits."

Abolish Credit

On November 3 all wholesale dealers, encouraged by the success of their tests,

agreed to the new plan and it was at once put into operation. "After only two weeks," writes Ghio, "all difficulties have been cleared away and the new system is here to stay. Not one single dealer stopped selling fish, and in many cases we were complimented on our progressive policy."

Not only has the non-collection of fish on Saturday secured increased Friday sales, but it has tended to build up activity during the rest of the week. "It is significant to note that . . . dealers . . . have seen the wisdom of providing themselves with the proper equipment to keep fish in good condition and are now selling this product throughout the week," points out Ghio. "They reason—and rightly—that if fish are profitable sales articles on Friday, they could also be made profitable throughout the week. This also provides an outlet the first part of the week for fish that occasionally the best of sales effort cannot move on Friday."

Forecasts Future

Some of the Oakland fresh fish companies see this agreement as a progressive step towards the ultimate goal of establishing an organization for California fish dealers.

THE BROILED MACKEREL trade at restaurants in Santa Cruz was hurt during the past summer by the bitter taste of some of the fish, writes a correspondent in a recent letter to WCF. "The fresh mackerel occasionally had a biting acid taste, causing the lips of who-

ever ate it to swell," explains the writer. "It did not harm them, but of course the patrons got frightened, fearing themselves poisoned. It is claimed that a broken gall causes the bad taste."

CORRECTION should be made of the statement in a recent issue of WCF concerning the new ice machine installed by the Higashi Fish Co. of Monterey. The equipment purchased was of York manufacture, rather than of the company named.

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SANTA CRUZ MARKET FISHING FALLS OFF

MARKET FISHING at Santa Cruz has been at a practical standstill since middle November, the cessation being occasioned by the boatmen's nonconformity with the prices being offered by fresh fish dealers.

"Strike conditions prevail," writes a WCF correspondent. "The fishermen are demanding 3 cents for sablefish and 4 cents for rock cod but buyers are offering only 2 cents and 3 cents, respectively."

Boat owners state that if they are permitted to work every day they can afford to sell their catches at the prices offered, but not under prevailing conditions of operating only two days a week. It is claimed that the retail price of fish has not been lowered at all, and that therefore the public is not being encouraged to make more liberal use of the product through passing on to it the saving effected by lowering the fishermen's selling rate. In other words, fresh fish is being kept at a luxury level and as a result market needs are lessening to the point where a very small quantity suffices to meet the limited demand, assert the fishermen.

The San Francisco-International Fish Co. is reported to have given the assurance that prices to the boats will be raised in early December, in which event fishing can be expected to recommence.

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ECONOMIC CONDITIONS TO AFFECT FISHERIES

THE BELIEF that economic conditions throughout the United States will have a greater effect upon the fisheries industry than those concerned generally realize is expressed by Austin M. Bentley, sales manager of the San Francisco International Fish Company, in a letter to WCF.

According to a recent news item, says Bentley, the corn crop in the United States is 800,000,000 bushels short, while drought has caused a 300,000,000 bushel shortage in hay and other feed crops. This shortage is declared to be so large that the percentage of wheat to be diverted to feed live stock will be larger than originally estimated, so that within a month or two it will result in an increase in prices.

"If we are going to have a substantial increase in grain prices, as no doubt we will have," states Bentley, "this will bring about an increase in the price of all kinds of livestock and will make it more difficult for a large percentage of the consumers to buy meat. This, in turn, will afford an opportunity to people in the fish business to do a much larger business than they have been doing."

The chain stores are among the few types of concerns connected with the fisheries industry which are preparing to take advantage of the present economic situation, declares Bentley. "Compiled figures from over 60 per cent of such stores in the United States prove that the chain stores are interested in fish and that

they are making a bid for the business. Several chains have equipped their entire systems with new refrigerator cases, making attractive displays of fish and other sea foods, and are offering 'specials' regularly each week. One system has increased its sales over 40 per cent in the last three months."

SCARCITY OF SHRIMPS is reported in the San Francisco camps along South Bay, according to W. L. Scofield, head of the California State Fisheries Laboratory. Accompanied by H. B. Nidever, patrol captain, Scofield visited the fishery while in San Francisco during November.

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FLETCHER RETURNS FROM EASTERN TRIP

A. R. FLETCHER, senior partner of Fletcher-Wiest Co., Los Angeles brokerage firm which conducts a prosperous fresh fish department, returned early in November from an extensive business trip throughout eastern and southern United States. The principal purpose of Fletcher's eastern excursion was to establish connections with leading oyster shippers.

Naragansett Bay will furnish the Los Angeles firm with an abundant supply of oysters for the next five or six years, according to Fletcher. The 1930 set in that region far surpasses those of the past, and Fletcher-Wiest Co. now is receiving pool car shipments of five-year-old oysters from that locality. The Naragansett Bay oyster is said to have a heavier solid content and will hold up longer than most other varieties. The "Selected" grade sizes 150 to 170 count, while other grades average 190 to 200 count.

Arrangements also were made for future oyster shipments from concerns located at Morris River, New Jersey. Few shipments are expected from there this year, however, because the oysters are too small for extensive business.

"I was struck with the rapid increase in the popularity of the frozen filet in every

section I visited," declared the Los Angeles broker. "I saw distributors in Chicago, Kansas City, Detroit and in several southern cities, and I regard this new practice as one of the biggest developments which the fresh fish business has seen for some time."

While in the South, Fletcher also investigated the new process by which shrimp are sharp-frozen for shipment to distant consignments. He expects to be handling several carloads in the near future. "It is my opinion that a highly profitable phase of the fresh fish business will be built around sharp-freezing activities," he stated.

UNION ICE COMPANY PLANT WORKS WELL

"OUR PLANT has been working to the entire satisfaction of the company and our customers," declares K. Jorgensen, engineer in charge of fish-freezing at the new Union Ice Company establishment at Wilmington, which was described in the November issue of WCF.

The machinery and equipment have functioned without a hitch, says Jorgensen, and products are already being received for freezing. Smelt, salmon and other species of fish have been frozen and glazed and stored away in immaculate chambers whose temperature is so low

that the staff must wear heavy clothing to protect them from the cold. In addition to freezing fresh fish at the plant, shrimp from the south and salmon and halibut from the northwest are being shipped in after they have been frozen in their home ports.

"This is not the season for such work," explains Jorgensen, "and so the fact that we are now receiving orders promises well for business in the spring."

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Engr. Romero Will Protect Lobsters

MEXICAN FISHERIES officers have this year striven for the "Mexicanization" of the Baja California lobster industry, a measure that seemed to be necessary because of the serious economic situation of the native population of Baja California, and because the industry was about to be invaded by American fishermen whose superior competition would have been certain to work a hardship upon the resident "langosteros." Accordingly, early in November it became known that operating permits would not be granted to new agencies seeking entrance to the business for the first time, and, moreover, that none but veteran and established foreign fishermen would be licensed to trap in Mexican waters.

A furor swept through the San Diego markets when an exaggerated version of the official attitude was carried to those firms that originated and supported the lobster trade during times past. Rumors of a number of sorts drifting about resulted in long conferences being held by those effected, but in the end it became established that normal activity was what was hoped for and desired by the Mexican office.

Protect Veterans

The policy of Engr. Ignacio Romero, head of the Mexican fisheries administration in San Diego, has been shown to be one of protecting the original beginners and developers of the Mexican lobster

trade by not admitting a flood of hard-times transients into the work. Thus the seven transport vessels that were tendering the catch last year—and during many seasons previously—were retained in service. Likewise the three smaller boats that run out of San Diego as a base, and which fish their gear over the stern, were relicensed. However, no new bottoms were granted admission to the enterprise, lest over-production and loss to all carriers should result coincident with a depletion of the producing area. Moreover, no foreign trappers who had not already participated in Baja California lobstering were given fishing permits.

Actual landings of the season began on November 6, when the carrier "Vigilante" discharged receivers containing 7,400 pounds of the "bugs" at the San Diego markets. The second cargo was that of the Bagalini transporter called the "George L.," which unloaded 6,800 pounds on November 9. Since that time all of the craft engaged in the tendering have made several arrivals.

General Opening

Most of the haulers made no attempt to establish their camps earlier than middle November, this for the reason that until then the crayfish do not mature sufficiently hard shell to protect them during the long run to market. As the season advances the shells become harder and the "fish" gain markedly in vitality, so that a far less proportion of the load dies enroute.

On November 15 three famous transporters made ready to go down-coast for the purpose of founding their annual chain of lobstering camps. These were the "San Antonio" of Capt. Tom Bagalini, the "Oceana" of Capt. Louis Camillo, and the "Yvonne" of Capt. Tony Susa—all famous outfits and famous skippers. These vessels were loaded like emigrant wagons, being freighted with trap-making lath and lumber, cordage, nails, tents, camp stoves, barreled fresh water, flour, canned goods, tobacco, frijoles, lard, overalls and parafine candles.

One hundred and forty camps will be established by the various transporters, the initial expenditure for founding and provisioning these being about \$50,000. The Mexicans who inhabit the stations and who do the trapping consume about \$300,000 worth of material and provisions during a single season, declares one of the captains. Lobstering is the manstay of the native of Baja California—his major industry.

Beginning with December 1, the coast of the peninsula from San Jeronimo southward will be opened to lobstering. That is the richest producing area of the region, and supports a large number of "langosteros." About 20 or 25 days are required to get these camps into full swing, so that it will be early January before peak production is attained.

Fresh Fish Markets Fluctuate

(Continued from Page 13)

no live-bait boats being successful in this particular venture." There was some friction among dealers over the prices offered for the fish, but this was smoothed out before the season was over.

"Catfish are coming in very well,"

states Azzie Meredith, who is well-known as a dealer in this fish. "There is a fair demand and the price is quite good."

Indications are that prosperity will be the rule in the markets during December. Dealers declare that people are buying

more fresh fish during this holiday than is usually the case around Christmas. Stabilizing of price and production are both important tasks which must be completed before conditions will become normal.

Japanese-Russo Salmon Competition

(Continued from Page 16)

newspaper is forced to admit that 1,120,000 cases of Siberian salmon have been shipped into England, where the market takes approximately 2,000,000 cases of imports per year.

"This Russian salmon," explains Bell-Irving, previously quoted, "is produced under conditions which make it impossible for Canadian packers to compete with it, owing to the standard of living in British Columbia."

Something Must Be Done

It is not the province of the fisheries industries to attempt to direct governmental policies of the world. Fishermen

in general are too busy attending to their own affairs to have time for such avocations or recreations. But this is a situation which needs investigation and action. The Japanese fisheries industry is the greatest in the world, totaling 3,568,000 tons annually, or half as much again as the combined totals of the United States (1,320,000 tons) and Great Britain (1,018,000 tons). Their fisheries employ 1,125,000 men and 354,500 boats. The Russian fisheries, heavily subsidized by the Union of Soviet Republics, are making rapid strides forward at a time when such progress is difficult to secure. Unless steps are taken to protect them, markets for

American and Canadian fisheries products will be seriously curtailed by this new increased production of the Far East.

What the solution to the problem will be cannot be prophesied today. Perhaps it will be preferential tariffs upon North American imports into Great Britain. Perhaps it will be a series of reciprocal treaties between the nations involved. Perhaps it will be embargoes upon goods which do not meet certain standards as to methods of production and the quality of the results. But whatever action is taken should be taken at once, before further damage is done to the vast salmon industry of the Northwest Coast.

ALTHOUGH LANDINGS of fish in Scotland showed a decrease, there was a substantial increase in fisheries products in England during September, 1930.

MCCAFFREY AND COMPANY, ship chandlers of San Diego, have completely rearranged their store and put it in readiness to supply the needs of fishermen during the winter repairing season.

HALIBUT LANDINGS at Vancouver, B. C., and vicinity totaled 44,100 pounds, bringing the figures for the first nine months of 1930 up to 1,019,600.

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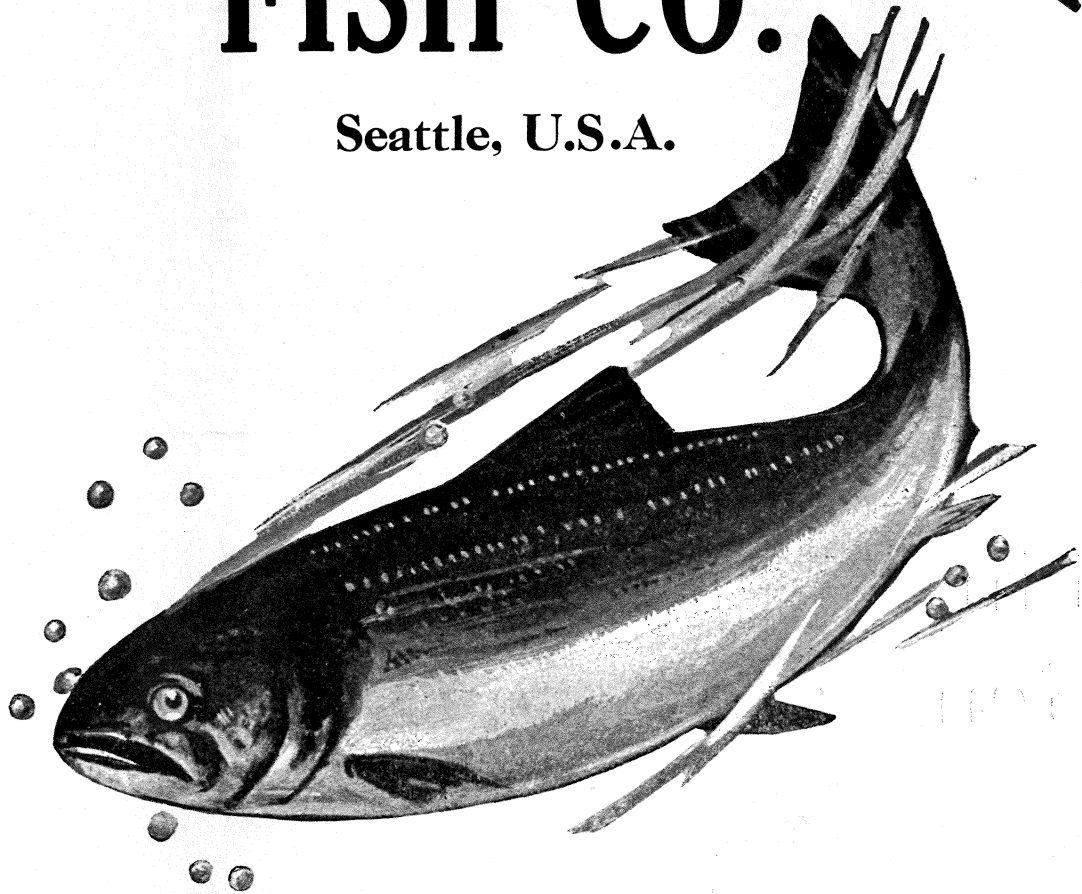


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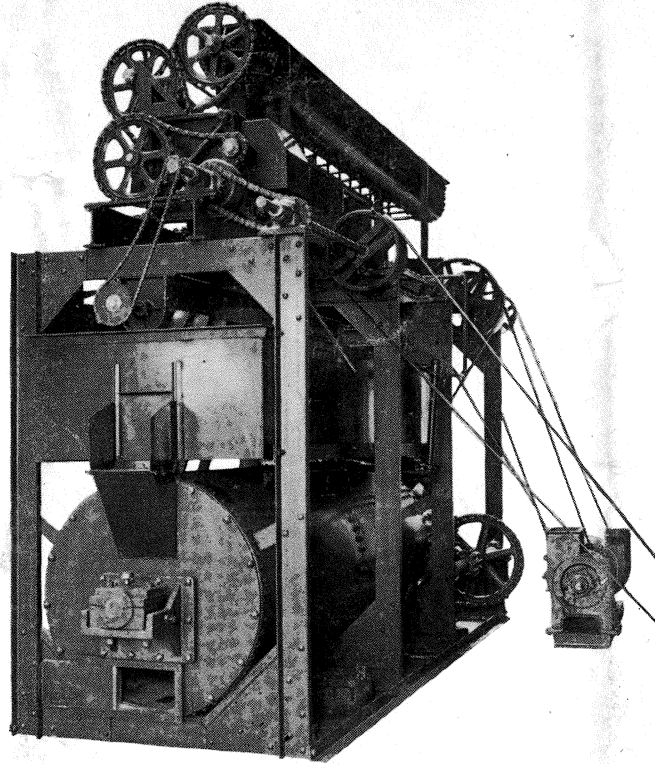
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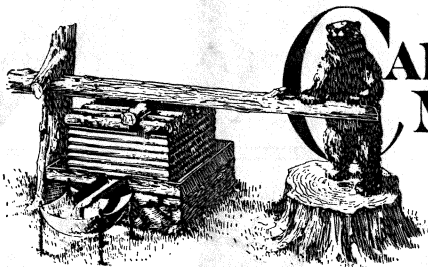


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